

ITEM NUMBER: 5b

20/00098/FUL	Demolition of existing house and development of 8 new houses	
Site Address:	143 Belswains Lane Hemel Hempstead Hertfordshire	
Applicant/Agent:	Mr Steve Badcock	Mr Chris Fidler
Case Officer:	Elspeth Palmer	
Parish/Ward:		Nash Mills
Referral to Committee:	Due to scheme of delegation refer to 9.7 & 9.8	

1. RECOMMENDATION

That planning permission be granted.

2. SUMMARY

- 2.1 This application seeks full planning permission for demolition of the existing dwelling and construction of 8 new dwellings with 12 car parking spaces, private garden amenity spaces and external bin stores.
- 2.2 The site is located within a designated residential area of Hemel Hempstead wherein the principle of development is acceptable in accordance with Policies CS4 and CS17 of the Core Strategy (2013).
- 2.3 Saved Policy 10 of the Local Plan (2004) also seeks to optimise the use of available land within urban areas. This proposal seeks to optimise the use of urban land.
- 2.4 There would not be an adverse impact to neighbouring properties as a result of the proposals and satisfactory parking is provided on site. The access to the development would not compromise highway safety and the site would be enhanced by additional planting and landscaping. The design and form of the development would be in character with the area which is already very diverse. The proposal complies with Policies CS4, CS11 and CS12 of the Core Strategy 2013.

3. SITE DESCRIPTION

- 3.1 The application site lies within a designated residential area of Hemel Hempstead and is located between Belswains Lane and Pinecroft with access off Belswains Lane opposite the access to Dickinson Quay, Hemel Hempstead.
- 3.2 The site is .1878 of a hectare (which is large in comparison with adjacent dwelling curtilage sizes) and comprises a long private drive leading to a single two storey dwelling.
- 3.3 To the north lies Pinecroft where an existing pedestrian access allows access to the site via Pinecroft. To the east lies garden amenity space to the rear of 141 Belswains Lane and to the south a new housing development which has access directly from Belswains Lane. The site slopes gently from north to south.

4. PROPOSAL

- 4.1 The application seeks full planning permission for the demolition of the existing house and redevelopment to provide 8 new two bedroom dwellings. The proposal includes provision of 12 car parking bays, private garden amenity spaces and external bin stores.

5. PLANNING HISTORY

Planning Applications (If Any):

4/02450/17/FUL - Demolition of existing house. construction of 5 3-bed houses and a block of 3 x 1 bedroom and 1 x 2 bedroom flats, together with ancillary 14 bay car parking. private garden amenity spaces and external bin stores.

REF - 31st May 2018

Appeals (If Any):

4/02450/17/FUL - Development Appeal
- *7th May 2019*

6. CONSTRAINTS

Parking Accessibility Zone (DBLP): 4

CIL Zone: CIL3

Former Land Use (Risk Zone): Builders Yard, The Denes, Hemel Hempstead

Former Land Use (Risk Zone): Apsley Mill Site, London Road, Hemel Hempstead

Former Land Use (Risk Zone): Former Coal Depot, The Denes, Hemel Hempstead

Former Land Use (Risk Zone): Former Plastics Factory, Belswains Lane, Hemel
LHR Wind Turbine

Parish: Hemel Hempstead Non-Parish

RAF Halton and Chenies Zone: Yellow (45.7m)

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

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

Main Documents:

National Planning Policy Framework (February 2019)

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

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

Relevant Policies:

NP1 - Supporting Development

CS1 - Distribution of Development

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 the Public Realm
CS17 – New Housing
CS18 – Mix of Housing
CS19 – Affordable Housing
CS23 – Social Infrastructure
CS26 – Green Infrastructure
CS28 – Carbon Emission Reductions
CS29 - Sustainable Design and Construction
CS30 – Sustainability Offsetting
CS31- Water Management
CS32 – Air, Soil and Water Quality
CS35 – Infrastructure and Developer Contributions

Supplementary Planning Guidance/Documents:

Area Based Policies (May 2004) - Residential Character Area HCA18 Belswains
Area Based Policies (May 2004) - Residential Character Area HCA19 Nash Mills
Accessibility Zones for the Application of Car Parking Standards (2002)
Planning Obligations (2011)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)
Water Conservation & Sustainable Drainage (June 2005)

Advice Notes and Appraisals

Sustainable Development Advice Note (March 2011)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

- Background
- Policy and principle
- Layout and Design
- Impact on Street Scene
- Amenity Space
- Impact on neighbours
- Trees and Landscaping
- Ecology
- Impact on Highway Safety and Parking Provision
- Flood Risk and Drainage
- Contamination and Air Quality
- CIL

Background

Previous Application

9.2 A previous application 4/02450/17/FUL for the demolition of the existing dwelling and redevelopment to provide 9 new dwellings and provision of 14 car parking bays, private

garden amenity spaces and external bin stores was refused at Development Management Committee on 24.5.18 for the following reasons:

1. By reason of the proposed mix of terraced and flatted development and the combined number of units proposed on the site and resultant density of approximately 50 dwellings per hectare, the proposal would significantly alter and therefore adversely affect the character of this area identified under The Area Character Appraisal for HCA18: Belswains. The proposal would be contrary to Policies CS11 and CS12 of the Dacorum Core Strategy 2013.
2. The proposed development would provide insufficient off street parking below the Council's maximum standard which would be likely to lead to additional on street parking which would Place undue parking stress on the area, contrary to Policy CS12 of the Dacorum Core Strategy 2013.

Appeal

9.3 An appeal was made by the applicant which was dismissed on 7th May, 2019.

9.4 The Inspector stated in the Appeal Decision Notice:

"The main issues to be considered are

- i) the effect of the proposed development on the character and appearance of the area;
- ii) the effect of the proposal upon highway safety."

".. I find the proposal would be contrary to CS Policies CS1, CS4, CS10, CS11 and CS12 which place emphasis, amongst other things, upon seeking to ensure that developments are in keeping with the surrounding area in terms of size, mass, height and appearance. This is noted as being reiterated in the saved Policies of the Dacorum Borough Local Plan (2004) (LP) Policies 10, 18 and 21."

"The proposal is not supported by information to demonstrate that safe access can be provided for refuse vehicles and fire trucks as well as adequate turning space within the site to allow such vehicle to enter and leave in a forward gear."

"I therefore conclude that the proposal fails to demonstrate that the development can be accessed, and used, safely by all vehicles utilising the site which is contrary to paragraph 109 of the Framework which seeks to avoid unacceptable impact to highway safety. Whilst the proposal may provide sufficient off-street parking, it is nonetheless contrary to Policy CS12 which seeks to provide a safe and satisfactory means of access for all users as well as provide sufficient space for servicing."

"An overall shortfall from the maximum standards by 2.5 spaces, outlined in the appendix 5 of the Dacorum Borough Local Plan 2004 (LP) and the Accessibility Zones for Car Parking Standards Supplementary Planning Guidance (SPG), is acceptable within this location. The appeal site is acknowledged to be within walking distance of public transport and services where maximum parking standards seek to encourage use of more sustainable modes of transport."

9.5 Pre application discussions were held regarding what could be supported on this site.

9.6 This application is a resubmission of the original application with changes to reflect the reasons for refusal for the planning application and dismissal of the appeal.

- 9.7 Councillor Maddern had originally “called in” this application to go to DMC but after negotiations with the agent this “call in” was removed. However the Scheme of Delegation states:
“2.3.2 The following matters are excluded from delegation under paragraph 2.3.1: (1) Decisions on proposals other than householder developments*, which would have the effect, either cumulatively or otherwise of granting permission, consent or other approval for matters previously refused by the Development Management Committee.”
- 9.8 As a result this application which now has the support of the local community is still bound by the Scheme of Delegation to be considered by the Development Management Committee.

Principle of Development

- 9.9 Core Strategy (2013) Policy CS1 states that Hemel Hempstead will be the focus for homes and Policy CS4 states that appropriate residential development within residential areas in the Towns and Large Villages is encouraged.
- 9.10 The National Planning Policy Framework (NPPF) encourages the provision of more housing within towns and other specified settlements and the effective use of land by reusing land that has been previously developed. Saved Policy 10 of the Local Plan (2004) also seeks to optimise the use of available land within urban areas.
- 9.11 Policy CS 18 states that new housing will provide a choice of homes which will comprise a range of housing types and sizes.
- 9.12 The application site is located within an urban area in the existing town of Hemel Hempstead. As such the infrastructure in the immediate area has been developed to provide good transport links for existing land uses. There are also services and facilities available within close proximity of the site.
- 9.13 The site is also large in comparison to adjacent residential sites which vary from quite small in the recently developed Marina View Terrace to medium density along Pinecroft and larger sites along Belswains Lane. Densities are much higher across Belswains Lane in the Dickinson Estate.
- 9.14 Taking all of the above into account, the proposal would make a valuable contribution to the Borough's existing housing stock (in accordance with Policy CS17). The development would be located in a sustainable location and seeks to optimise the use of previously developed land. It is considered that the proposal is in accordance with Policies CS 1, CS4 and CS17, 18 of the Core Strategy (2013), Saved Policy 10 of the Local Plan (1991) and the NPPF (2019).

Layout and Design

- 9.15 The proposed development will be two rows of four two storey terraced dwellings with two bedrooms per dwelling.
- 9.16 The dwellings will face Pinecroft but will be set down from this frontage and will have a 2 metre fence and hedge forming a visual buffer between the site and Pinecroft. Due to the slope of the land and the height of the hedge the fence will not be visible from Pinecroft.
- 9.17 Gardens will be located to the rear of the dwellings with bin store areas and gated access to a rear path to allow relocation of bins on collection day to the central storage area.

- 9.18 The design of the dwellings has been made to complement the character along Pinecroft in the following ways:
- pitched roofs with similar heights to adjacent neighbours;
 - dormer windows to the front of the dwelling;
 - a gap of two metres between the two rows of terraces to mimic the appearance in terms of mass, scale and bulk of the large semi-detached dwellings found along Pinecroft; and
 - single storey front projections with pitched roofs.
- 9.19 As a result the size, mass, height and appearance of the new dwellings relate well to the character along Pinecroft.
- 9.20 The proposed development will be approximately 0.74 metres higher than the adjacent dwelling 14 Pinecroft and approximately 1.94 metres lower than the adjacent neighbour at 15 Pinecroft.
- 9.21 The access will stay the same by using the current private access road off Belswains Lane. The 12 parking spaces will be located along this access and in the northern corner of the development.
- 9.22 The site is located in an area with a wide range of densities and architectural types. On the left hand side of the entrance to the site is a small brick bungalow on a large plot, on the right hand side a cul-de-sac with 5 two storey dwellings, two semi-detached and 3 x terraced dwellings. Opposite the site is the entrance to Dickenson Quay which has two storey dwellings nearest Belswains Lane and then increases in height and density as you approach the canal. Along Pinecroft the predominant character is that of two storey semi-detached and detached dwellings with a two storey flat development nearer to the Tesco end of the road. The semi-detached dwellings along this road tend to have parking to the front of the dwelling. As the site has an existing access off Belswains Lane it was considered more appropriate to maintain this access and provide the parking adjacent to this access.
- 9.23 It is considered that the proposed development will be in character with the surrounding area in terms of layout, design and scale and will therefore comply with CS 11 and CS 12.

Impact on Street Scene

- 9.24 Paragraph 130 of the NPPF states that *'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'*
- 9.25 Core Strategy (2013), Policies', CS1, CS4, CS10, CS11 and CS12 highlight the importance of good design in improving the character and quality of an area; seeking to ensure that developments are in keeping with the surrounding area in terms of size, mass, height and appearance. This guidance is reiterated in the Saved Local Plan (2004) Policies' of 10, 18 and 21.
- 9.26 Saved Policy 21 states that careful consideration will be given to the density of all new housing proposals to ensure that they make the most efficient use of the land available. Densities will generally be expected to be in the range of 30-50 dwellings per hectare net. Higher densities will generally be encouraged in urban areas at locations where services and/or workplaces can be reached without the need for motorised travel or which are served well by passenger transport, or example at town or local centres.

- 9.26 The site lies within two Character Appraisal Areas. The access is within HCA 18 and the remainder of the site is within HCA19. The Area Character Appraisal for HCA18: Belswains describes the age, design and type of residential development as "variety throughout". The height is overwhelmingly two storey and density is generally medium range (25-35 dwellings/ha). There are no special requirements in terms of design and types but should normally not exceed two storeys. Development in the medium density range (30 to 35 dwellings/ha) is acceptable. Dwellings should normally front the road and follow established formal building lines. HCA 19: Nash Mills states that housing variety is acceptable and height must not exceed two storeys. The orientation and siting of buildings should follow the pattern set by those adjoining or nearby to the site.
- 9.27 The density of the existing site is 5.6 dwellings per hectare (dph) which is much lower than that advised in the Character Appraisals. The density of the proposed site will be 42.6 dph. The neighbouring development approved in 2012 allowed a density of 40 dph.
- 9.28 The proposed density is within the range outlined in the Local Plan and slightly higher than the figures stated in the Character Appraisals. As this site is located in an area serviced by good public transport – both bus stops and train station in walking distance and is located in an area of wide variety in terms of density and on the edge of the Belswains Character area adjacent to the Canal Estate it is considered that the proposed density is acceptable.
- 9.29 The National Planning Policy Framework (NPPF) encourages the provision of more housing within towns and other specified settlements and the effective use of land by reusing land that has been previously developed. Saved Policy 10 of the Local Plan (2004) also seeks to optimise the use of available land within urban areas.
- 9.30 Based on the above the proposed development complies with the relevant sections of the NPPF and Saved Policy 10 of the Local Plan (2004).

Amenity Space

- 9.31 The 8 new dwellings will have rear gardens with a variety of depths ranging from 9.5 metres to 12 metres.
- 9.32 Appendix 3 of the Local Plan states that "private gardens should normally be positioned to the rear of the dwelling and have an average minimum depth of 11.5 metres. Ideally a range of garden sizes should be provided to cater for different family compositions, ages and interests. A reduced rear garden depth may be acceptable for small starter homes, homes for the elderly and development backing onto or in close proximity, to open land, public open space or other amenity land."
- 9.33 The proposed garden depths from east to west are approximately 12 metres, 11 metres, 11 metres, 10 metres, 10 metres, 9.5 metres, 9.5 metres and 10 metres respectively. However all of the properties proposed are small and therefore a reduced garden depth is considered acceptable. All private amenity spaces are to the rear of the dwellings and are considered to be of a size and shape that is functional for the size of the unit. In addition to the private amenity space proposed the site also has the Grand Union Canal Tow Path (public amenity space) within a 10 minute walk which would serve to supplement the private provision proposed.

Impact on Residential Amenity

Loss of privacy

- 9.34 It is considered that there will be no loss of privacy as a result of the proposal as there are no windows proposed in flank elevations facing either of the adjacent neighbours.
- 9.35 The back to back distance between the development and the houses on Marina View Terrace is approximately 24.6 metres. This complies with the guidance provided in Saved Appendix 3 of the DBLP which states that a minimum back to back distance of 23 metres should be provided between dwellings to ensure that there is no potential for overlooking.
- 9.36 The flank elevation of 15 Pinecroft will be facing the car park and landscaped area.

Sunlight and daylight

- 9.37 It is considered that the proposed development will not result in a loss of sunlight and daylight for either of the adjacent neighbours due to siting of the development within the plot, the set back from the side boundary and being set down from Pinecroft.
- 9.38 It is considered that the proposed development will not have a significant impact on the residential amenity of surrounding units in terms of overlooking, loss of sunlight and daylight or being overbearing. The proposal complies with Policy CS12 of the Core Strategy.

Impact on Trees and Landscaping

- 9.39 A Tree Plan showing the existing trees on or adjacent to the site was submitted with the application.
- 9.40 The Trees and Woodlands Officer stated that according to the information submitted no trees of significant landscape value or amenity will be detrimentally affected by the development and he had no objections to the application being approved in full.
- 9.41 A hard and soft landscaping condition will be set on any approval granted to ensure that the site is landscaped appropriately and that any trees planted will be maintained.

Ecology

- 9.42 A Preliminary Roost Assessment and Emergence and Activity Bat Survey was prepared by CherryField Ecology and submitted with the application.
- 9.43 Once this was submitted the Hertfordshire Ecologist had no objection to the proposed scheme in terms of Bats. However there were issues with regard to overall net gains for biodiversity.
- 9.44 In order to achieve a Biodiversity Net Gain the applicant was asked to prepare a proposed Ecology Site Plan which was submitted and amended based on comments from the Hertfordshire Ecologist. The Ecology Site Plan is now compliant with CS 26.

Impact on Highway Safety and Parking

- 9.45 Policy CS12 of the Core Strategy seeks to ensure developments have sufficient parking provision. In accordance with the NPPF, authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car ownership levels and the overall need to reduce the use of high emission vehicles.
- 9.46 Appendix 5 of the Local Plan lists Maximum Parking Standards for the Borough. The site lies within Accessibility Zone 4 for the application of Car Parking Standards SPG where 75-100%

of maximum demand based standards should be applied. Fractions of a space indicate the use of assigned and unassigned spaces.

- 9.47 For 8 x 2 bedroom dwellings the maximum standard is 1.5 spaces each.
- 9.48 The proposal provides 12 spaces. One space per dwelling and 4 visitor spaces. This means that the parking provision complies with the parking standards for the Borough and is therefore acceptable and in accordance with Core Strategy Policy CS12.
- 9.49 Provision is made towards the rear of each garden for cycle storage which is supported and accords with Appendix 5 of the Local Plan.
- 9.50 The County Council as Highway Authority have raised no objection to the proposal subject to conditions. The Highway Authority are satisfied that the car movements associated with the development would not result in an adverse impact on the existing road network and is unlikely to have an adverse impact on the safety or operation of the junction.
- 9.51 The applicant has demonstrated in this application that the proposal includes ample turning space for larger vehicles, including a fire engine and refuse truck within the site. This proposal has more room on site for manoeuvring of large vehicles both along the access and in the parking area than the previous proposal.

Flood Risk and Drainage

- 9.52 The Lead Local Flood Agency (LLFA) requested a Drainage Assessment be submitted as part of this application. The Assessment was submitted and accepted by the LLFA. They then accepted the proposed scheme subject to specific conditions.

Contamination and Air Quality

- 9.53 The site has been identified as a former land use site. Contamination can be adequately dealt with by conditions as suggested by the Council's Environmental and Community Protection team to meet the requirements of Policies CS31 and CS32 of the Core Strategy.

Waste Management

- 9.54 Storage of refuse for the dwellings has been located to the rear of the properties, with collection from a point on the access road. The furthest distance required for the bins to be moved is 28 metres, which is acceptable in Highway terms.
- 9.55 Drawing numbers DWG/3233/001 rev E and DWG/3233/002 rev E show that large vehicles are able to use the proposed turning space to enter and leave the site in forward gear, if travelling South along Belswains Lane but not from the north.
- 9.56 A pre-commencement condition has been set requiring the applicant to provide a swept path diagram showing that a large vehicle eg construction vehicles, fire tenders will be able to access and leave the site from the highway, using all arms of the mini roundabout ie approaching/leaving the site to and from the North and the South on Belswains Lane.

Sustainability

- 9.57 CS29: Sustainable Design and Construction states that for specified types of development applicants should provide a Sustainability Statement. A sustainability checklist was submitted with the application and a condition set to ensure compliance with the checklist.

CS29 (h) specifies that there should be one new tree per dwelling – this will be achieved via the hard and soft landscaping plan.

Permitted Development

- 9.58 Given the scale, site coverage, density of development and the close proximity of the proposed dwellings to each other and existing dwellings it is considered necessary and reasonable to remove permitted development rights for extensions to the dwellings - Class A in order to safeguard residential amenity. In addition careful consideration has been given to the size of the dwellings and the amenity space provided such that Class B,C and E would also need to be removed.

Response to Neighbour Comments

- 9.59 One of the main concerns of local residents was that no access be allowed from the proposed development onto Pinecroft. This was to ensure that it was not used as a thoroughfare and that residents would use the allocated parking rather than park along Pinecroft which is already a heavily parked road. The gate access is to be infilled with native hedging to match the existing hedge along Pinecroft and a 2 metre high fence will be placed within the site behind the hedge. The two metre fence will be set down behind the hedge so will not be visible from Pinecroft.
- 9.60 Another concern was that the fencing around the site be fully on land owned by the applicant and not on land owned by neighbours. This is with particular reference to fencing adjacent to 139 Belswains Lane and Nos. 1 and 3 Marina View Terrace. The approved plans have been annotated to address this issue. This is to ensure that there is no loss of amenity for adjacent neighbours (especially those adjacent to the access to the site 139 Belswains Lane and Marina View Terrace) and to comply with Core Strategy Policy 12.
- 9.61 Changes to the roundabout to allow for access by large vehicles such as fire engines and refuse vehicles using all arms of the mini roundabout ie approaching/leaving the site to and from the North and the South on Belswains Lane was another concern of the local residents. This will be addressed via pre-commencement conditions which will also cover the requirement to provide plans detailing changes required to the access onto Belswains Lane to form a bellmouth access and including alterations to the mini roundabout location.
- 9.62 These points and others have been addressed above and as outlined in the Background section amendments have been made to the scheme to address many of the comments received.

Community Infrastructure Levy (CIL)

- 9.63 Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on the 1st July 2015. The site lies within CIL zone 3. The development of 8 new dwellings will be CIL liable and will be charged at a rate of £100 per square metre (index linked) in accordance with the adopted charging schedule.

10. CONCLUSION

- 10.1 The previous reasons for refusal from the Development Management Committee and the Inspector have now been addressed. The impacts of the proposal have been taken into consideration, along with representations received from consultees and the neighbouring

properties. The proposal is now considered acceptable in terms of design, impact on street scene and neighbours.

11. RECOMMENDATION

11.1 That planning permission be granted.

Condition(s) and Reason(s):

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

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

- 2. No development (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).

- 3. 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:**

No development shall take place until full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details shall include:

- **hard surfacing materials;**
- **means of enclosure;**
- **soft landscape works which shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;**
- **trees to be retained and measures for their protection during construction works;**
- **proposed finished levels or contours;**
- **car parking layouts and other vehicle and pedestrian access and circulation areas;**

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 5 years from planting fails to become established, becomes seriously

damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity.

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

4. **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or re-enacting that Order with or without modification) no development falling within the following classes of the Order shall be carried out without the prior written approval of the Local Planning Authority:**

Schedule 2 Part 1 Classes A,B,C and E.

Reason: To enable the Local Planning Authority to retain control over the development in the interests of safeguarding the residential and visual amenity of the locality in accordance with Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 of the National Planning Policy Framework (2019).

5. **(a) The Local Planning Authority is of the opinion that the Phase I Geo-Environmental Desk Study submitted at the planning application stage (Document Reference: BRD Environmental Ltd BRD3041-OR1-A September 2017) indicates a reasonable likelihood of harmful contamination and so no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:**
- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;**
 - (ii) The results from the application of an appropriate risk assessment methodology.**
- (b) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.**
- (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 the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

6. **Any contamination, other than that reported by virtue of Condition 5 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this**

process because the safe development and secure occupancy of the site lies with the developer.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

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

The Construction Management Plan shall include details of the following:

- a. Construction vehicle numbers, type, routing**
- b. Access arrangements to the site**
- c. Traffic management requirements**
- d. On site construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);**
- e. Siting and details of wheel washing facilities;**
- f. Cleaning of site entrances, site tracks and the adjacent public highway;**
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;**
- h. Provision of sufficient on-site parking prior to commencement of construction activities;**
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;**
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.**

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

- 8. No development shall commence until a scheme detailing changes required to the access onto Belswains Lane to form a bellmouth access and including alterations to the mini roundabout location, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.**

Reason: In the interests of highway safety and free and safe flow of traffic and to comply with Core Strategy Policy 12.

- 9. No development shall commence until a swept path diagram showing that a large vehicle is able to access the improved access from all four arms of the mini roundabout, especially approaching from the South East, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.**

Reason: In the interests of highway safety and free and safe flow of traffic and to comply with Core Strategy Policy 12.

- 10. No development shall commence until the improved site access geometry has been constructed and completed to the satisfaction of the local planning authority and the highway authority.**

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

11. **Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.**

Reason: In the interest of highway safety and to comply with Core Strategy Policy 12.

12. **Pedestrian visibility splays of .65m x .65m shall be provided, and thereafter maintained, on both sides of the new vehicle crossover, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway.**

Reason: In the interest of highway safety and to comply with Core Strategy Policy 12.

13. **Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.**

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises and to comply with Core Strategy Policy 12.

14. **All works within the highway boundary (including alterations to the footway and the improved site access) will need to be secured and approved via a S278 Agreement with the HCC.**

Reason: To ensure all work undertaken on the highway is constructed to the Highway Authority's current specification, to an appropriate standard and by a contractor who is authorised to work in the public highway and in accordance with Hertfordshire County Council publication "Roads in Hertfordshire - A Guide for New Developments", an S278 agreement will be required before any such works are undertaken.

Further information is available by telephoning Highways on 0300 1234047 or using this link:
<http://www.hertfordshire.gov.uk/services/transtreets/highways/highwaysinfo/hiservicesforbus/devmanagment/dmhighwaysec278/>

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises and to comply with Core Strategy Policy 12.

15. **The development hereby permitted shall be carried out in accordance with the submitted and approved Sustainable Development Checklist.**

Reason: To ensure the sustainable development of the site in accordance with the aims of Policies CS28 and CS29 of the Dacorum Borough Core Strategy (2013), the Sustainable Development Advice Note (2016) and Paragraphs 150 and 153 of the National Planning Policy Framework (2019).

16. **The development permitted by this planning permission shall be carried out in accordance with the Drainage Assessment, prepared by JNP Group, Ref. C85763 RE001A, dated 26.06.20, Rev A and the following mitigation measures;**

- 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 Water Sewer**
- 2. Providing 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. Undertake drainage strategy to include the use of permeable asphalt, attenuation tank and flow control.**

Reason: To reduce the risk of flooding to the proposed development and future occupants and to comply with Core Strategy Policy 31.

- 17. 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 Drainage Assessment, prepared by JNP Group, Ref. C85763 RE001A, dated 26.06.20, Rev A. The scheme shall also include;**

- 1. Final design of the drainage scheme including 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 climate change event.**
- 2. Investigate the use infiltration features to dispose some surface water from the site where possible.**
- 3. Demonstrate appropriate SuDS management and treatment and inclusion of above ground features such as permeable paving/asphalt**
- 4. Provision of half drain down times within 24 hours**
- 5. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.**

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site and to comply with Core Strategy Policy 31.

- 18. Prior to occupation the site boundary adjacent to Pinecroft will be hedged (where there are gaps in the current hedge) and fenced (a 2 metre close boarded fence) to ensure that no access is allowed from the site onto Pinecroft. The existing hedge is to be maintained and not reduced in height. These measures to ensure no access or egress to Pinecroft will be maintained in perpetuity and that there will be no loss of amenity for No. 19 Pinecroft in terms of overlooking.**

Reason: To ensure that the site is secure and to ensure that future residents enjoy a safe and secure environment. To comply with Core Strategy 12.

- 19. Prior to occupation all the recommendations of the Proposed Ecology Site Plan such as provision of Bat Boxes, Hedgehog Habitat Boxes, lighting etc. will be installed. These will be maintained in perpetuity.**

Reason: In the interests of the local ecology and Biodiversity Net Gain and to comply with Core Strategy Policy 12 and 26.

- 20. No development shall take place until details of protection measures for the hedge fronting Pinecroft shall have been submitted to and approved in writing by the local planning authority. The approved details shall be put in place prior to the commencement of development and kept in place until the development is complete.**

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area and to comply with CS 11 and 12.

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

Site Location Plan 390602-SP02
Proposed Site Plan 390602 SL01 (Q)
Proposed Ground Floor Plans 390602 SL02(C)
Proposed First Floor Plan 390602 SL03 (D)
Proposed Elevations 390602 SL04 (F)
Street View (Pinecroft) 390602 SL06 (E)
Proposed Site Entrance 390602 SL08 (A)
Proposed Lighting Layout 390602 SL07(A)

DA 01(A) Amended Design and Access Statement

Phase 1 Geo-Environmental Desk Study BRD 3041-OR1-A - September 2017 Part 1,2 and 3

Phase 2 Geo-Environmental Site Investigation BRD 3041-OR2-A September 2017

Proposed Ecology Site Plan Drg. No. EC01 Rev C
Preliminary Roost Assessment (PRA) prepared by Cherryfield Ecology dated 6.9.17
Emergence and Activity Bat Survey prepared by Cherryfield Ecology dated 9.5.18

Drainage Assessment, prepared by JNP Group, Ref. C85763 RE001A, dated 26.06.20, Rev A

Drainage Detailing C85763-SK002
Drainage Detailing C85763-SK003

Sustainability Checklist

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

Informatives:

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led 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. 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: 0730hrs to 1730hrs on Monday to Friday, 08:00 - 13:00 Saturday and no works are permitted at any time on Sundays or bank holidays.
3. 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.

4. 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.
5. The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

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

6. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website:
<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.
7. It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website:
<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.
8. It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website
<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047
9. All works to be undertaken on the adjoining highway shall be constructed to the satisfaction and specification of the Highway Authority, by an approved contractor, and in accordance with Hertfordshire County Council's publication "Roads in Hertfordshire - Highway Design Guide (2011)". Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Hertfordshire Highways (HCC)	<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>CONDITIONS</p> <p>1. No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan.</p> <p>The Construction Management Plan shall include details of the following: a. Construction vehicle numbers, type, routing b. Access arrangements to the site c. Traffic management requirements d. On site construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas); e. Siting and details of wheel washing facilities; f. Cleaning of site entrances, site tracks and the adjacent public highway; g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times; h. Provision of sufficient on-site parking prior to commencement of construction activities; i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway; j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.</p> <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>2. No development shall commence until a scheme detailing changes required to the access onto Belswains Lane to form a bellmouth access and including alterations to the mini roundabout location, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.</p> <p>Reason: In the interests of highway safety and free and safe flow of traffic.</p> <p>3. No development shall commence until a swept path diagram showing that a large vehicle is able to access the improved access from all four arms of the mini roundabout, especially approaching from the South East, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.</p> <p>Reason: In the interests of highway safety and free and safe flow of traffic</p> <p>4. No development shall commence until the improved site access</p>

	<p>feometry has been constructed and completed to the satisfaction of the local planning authority and the highway authority.</p> <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>5. Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.</p> <p>Reason: In the interest of highway safety.</p> <p>6. Pedestrian visibility splays of .65m x .65m shall be provided, and thereafter maintained, on both sides of the new vehicle crossover, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway.</p> <p>Reason: In the interest of highway safety.</p> <p>7. Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.</p> <p>Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.</p> <p>8. Highway Proposals - S278 Agreement</p> <p>All works within the highway boundary (including alterations to the footway and the improved site access) will need to be secured and approved via a S278 Agreement with the HCC.</p> <p>Reason: To ensure all work undertaken on the highway is constructed to the Highway Authority's current specification, to an appropriate standard and by a contractor who is authorised to work in the public highway and in accordance with Hertfordshire County Council publication "Roads in Hertfordshire - A Guide for New Developments", an S278 agreement will be required before any such works are undertaken.</p> <p>Further information is available by telephoning Highways on 0300 1234047 or using this link:- http://www.hertfordshire.gov.uk/services/transtreets/highways/highway_sinfo/hiservicesforbus/devmanagment/dmhighwaysec278/</p> <p>HIGHWAY INFORMATIVES:</p> <p>1. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website:</p>
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<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

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

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

4. Construction standards for works within the highway: All works to be undertaken on the adjoining highway shall be constructed to the satisfaction and specification of the Highway Authority, by an approved contractor, and in accordance with Hertfordshire County Council's publication "Roads in Hertfordshire - Highway Design Guide (2011)". Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

DESCRIPTION

This application is for Demolition of existing house and development of 8 new houses

The site is currently accessed from Belswains Lane, with the front aspect of the properties being on Pinecroft. Belswains Lane is an Unnumbered "C" Classified local access road, while Pinecroft is an unclassified local access road and a cul-de-sac. Both have a 30mph speed limit.

ACCESS

Vehicular and secondary pedestrian access is currently via a dropped kerb onto Belswains Lane. There is a mini roundabout just South West of the site, which limits the ability of vehicles to turn right into the site from Belswains Lane.

Although the applicant has stated in section 8 of the application form that no new or altered vehicular access is proposed to or from the public

highway, to serve a development of this size, this crossing must be upgraded to a bellmouth.

The proposal is to widen this access to enable vehicles entering the site to wait clear of the highway if another vehicle is exiting. The driveway is currently 8.3m wide, and this will be maintained at 4.8m, with parking spaces along its southern edge

The applicant will need to submit plans both for the improvements to this access and also for moving the roundabout further south east, so that vehicles are easily able to turn right into the driveway from Belswains Lane.

This must then be demonstrated to be possible by swept path analysis drawings.

Swept Path Diagrams

The applicant has stated that after construction delivery and utility vehicles will access the proposed properties from Pinewood Road. Furthermore, diagram "Proposed Site Plan 8L01 C" shows that large vehicles are able to use the proposed turning space to enter and leave the site in forward gear. However, the applicant has failed to show how large vehicles travelling either North or South along Belswains Lane are able to enter/leave the access road from/onto the highway.

Detailed swept path diagrams are required to show how large vehicles eg construction vehicles, fire tenders will be able to access and leave the site from the highway, using all arms of the mini roundabout ie approaching/leaving the site North or South on Belswains Lane

The main current and proposed pedestrian access to the site is from Pinecroft, to the front aspect of the site. It is also proposed that during occupation of the development utility vehicles will approach the new properties from this road. Turning head

Although the applicant states that the proposal includes ample turning for larger vehicles - including a fire engine and refuse truck, no indication has been given on how these large vehicles will access the site. This must be shown in adequately dimensioned and produced swept path diagrams.

S278 Agreement

Any works within the highway boundary (including alterations to the footway and the proposed site access) will need to be secured and approved via a S278 Agreement with the HCC

REFUSE STORAGE AND COLLECTION

Storage and collection for refuse for the dwellings will be at the front of the properties, on Pinecroft.

PARKING

The proposal includes 12 car parking spaces and 8 cycle parking spaces. Four of these will be along the southern edge of the driveway, leaving 4.8 m clear for vehicles to enter the site. There is a turning head within the site to allow vehicles to enter and leave the parking area in forward gear.

Turning head

	<p>Although the applicant states that the proposal includes ample turning for larger vehicles - including a fire engine and refuse truck, no indication has been given on how these large vehicles will access the site. This must be shown in adequately dimensioned and produced swept path diagrams.</p> <p>CONCLUSION</p> <p>HCC as highway authority considers that the proposals would not have a severe residual impact upon highway safety or capacity, subject to the conditions and informative notes above.</p>
Rights Of Way (DBC)	<p>There are no recorded public rights of way affecting 143 Belswains Lane shown on the DM&S.</p> <p>It's possible for people to claim a public route if they having been using it for, usually, 20 years plus. Any claim would be evidentially based and assessed by the Highway Authority/HCC.</p> <p>In terms of private rights that's something between the individuals concerned, i.e. an easement, and will be either on their deeds or assessed by a magistrates court.</p>
Hertfordshire Ecology	<p>Bats</p> <p>Although there is no ecological information accompanying this application a Pervious similar application ref 4/02450/17/FUL (refused) was supported by a Bat roost outline mitigation strategy by environmental business solutions (report date 23rd February 2018). This sets out a strategy based on a previous Preliminary Roost Assessment (PRA) by Cherryfield Ecology during September 2017. During this PRA moderate potential to support bat roosts was found. The Conclusion of both reports is that further surveys are required. Following Bat Conservation Trust best practice guidelines, these should be two dusk emergence / dawn re-entry surveys, to further inform any use of the building by bats, and to provide appropriate mitigation to safeguard them if present and affected. These surveys can only be carried out in the summer months when bats are active, usually between May and August, or September if the weather remains warm. Ideally, they should be at least two weeks apart.</p> <p>As bats are European Protected Species (EPS), this information is required to be submitted to the Local Planning Authority (LPA), so it can fully consider the impact of the proposals on bats and discharge its legal obligations under the Conservation of Habitats and Species Regulations 2018.</p> <p>As these cannot be undertaken until the coming spring when bats become active again after hibernation, In order not to hold up the planning process an Outline Mitigation Strategy can be provided, this</p>

	<p>must demonstrate how any bats likely to be present will be adequately considered, to the satisfaction of the LPA . With this in place outstanding surveys can be conditioned.</p> <p>The Outline mitigation strategy accompanying the previous application gives details of work that should not take place prior to the surveys being carried out, and acknowledging that if the surveys finds bats, then a mitigation strategy will be required and that bat boxes could provide suitable compensation for the level of potential found. Whilst I support all of these points, the strategy does not provide adequate detail of the provisions to safeguard bats if found, that would allow the LPA, in the absence of the results of the follow on surveys and supporting mitigation if required, to meet its biodiversity responsibilities for these European Protected Species.</p> <p>Consequently, there is currently insufficient information on bats and the application should not be determined until an outline mitigation strategy has been provided with sufficient details to allow the follow on surveys to be conditioned. These should include but not be limited to:</p> <p>Seasonal timing considerations; Toolbox Talk to contractors; Pre-commencements checks; Supervise stripping of the roof (Watching Brief); Roost closure; Bat roost provision - roost retention/reinstatement; - additional roost provision Monitoring.</p> <p>Biodiversity Net Gain The planning system should aim to deliver overall net gains for biodiversity where possible as laid out in the National Planning Policy Framework and other planning policy documents. Simple biodiversity enhancements that could be incorporated into the development proposal include: bat and bird boxes in trees, integrated bat roost units (bricks and tubes) in buildings, specific nest boxes for swifts, swallows and martins, refuge habitats, hedgehog boxes, gaps under fencing to allow free movement of small mammals (e.g. hedgehogs) and amphibians. In terms of landscaping this could include native tree, shrub and fruit tree planting. Any biodiversity enhancements should be considered at an early stage to avoid potential conflict with any external lighting plans.</p>
Lead Local Flood Authority (HCC)	<p>We have reviewed the information submitted by the applicant in support of the planning application and note that no information has been provided regarding flood risk to the site or information on how the applicant intends to manage the surface water runoff from the site.</p>

It is acknowledged that as LLFA we provided comments on a previous application at this site: 4/02450/17/FUL. In our response to 4/02450/17/FUL dated 12 January 2018 we recommended conditions to the LPA. However, as this is a brand new full planning application at the site, all information should be submitted in support of this new application.

In the absence of a surface water drainage assessment, we would recommend the LPA to seek from the applicant details on surface water management.

What we would normally expect to find in a drainage strategy includes:

- Statement of compliance with the NPPF and NPPG policies, LPA local plan policies and HCC SuDS Guidance and Policies.
- Anecdotal information on existing flood risk with reference to most up to date data and information.
- Establish location/extent of any existing and potential flood risk from all sources including existing overland flow routes, groundwater, flooding from ordinary watercourses referring to the national EA fluvial (river) and surface water flood maps.
- Where infiltration is proposed, evidence of ground conditions/ underlying geology and permeability including BRE Digest infiltration tests should be provided.

- A detailed drainage strategy which includes a commitment to providing appropriate SuDS in line with the non -statutory national standards, industry best practice and HCC Guidance for SuDS.
- Detailed calculations of existing/proposed surface water storage volumes and flows with post development calculations/ modelling in relation to surface water are to be carried out for all rainfall events up to and including the 1 in 100 year including an allowance for climate change.
- Evidence that if the applicant is proposing to discharge to the local sewer network, they have confirmation from the relevant water company that they have the capacity to take the proposed volumes and run-off rates.
- Any opportunity to improve flood risk directly by the development site or contribution to local flood risk schemes.

For further advice on what we expect to be contained within the surface water drainage assessment to support a planning application, please refer to our Developers Guide and Checklist on our surface water drainage webpage:
<https://www.hertfordshire.gov.uk/services/recycling-waste-andenvironment/water/surface-water-drainage/surface-water-drainage.aspx>

In the absence of any information relating to surface water drainage on the site, we would recommend objection to the LPA until this

	<p>information has been provided. Production of a surface water drainage assessment will not in itself result in the removal of a recommended objection.</p> <p>The minimum required to assess the flood risks resulting from the proposed development:</p> <ul style="list-style-type: none"> - The volume of surface water the site will have to deal with - How the proposal intends to manage these volumes within the site - Where the water will be disposed of
Lead Local Flood Authority (HCC)	<p>We previously provided comments in our letter dated 18 May 2020 and 24 March 2020. The applicant has provided the following additional information following our objection letters:</p> <ul style="list-style-type: none"> o Drainage Assessment, prepared by JNP Group, Ref. C85763 RE001A, dated 26.06.20, Rev A <p>It is acknowledged that as LLFA we provided comments on a previous application at this site: 4/02450/17/FUL. In our response to 4/02450/17/FUL dated 12 January 2018 we recommended conditions to the LPA. However, as this is a new full planning application at the site, we will provide comment relevant to the information submitted.</p> <p>The proposed drainage strategy is based upon attenuation and discharge into Thames surface water sewer at a maximum rate of 2l/s. BRE Digest 365 compliant infiltration tests have been carried out and some reasonable rates of infiltration were recorded. It is therefore proposed that the driveway and access will be left unlined to infiltrate through permeable asphalt. Within the drainage strategy the applicant has detailed regarding infiltration how due to the layout of the development appropriate stand-off distance from infiltration features and building is unlikely to be achieved.</p> <p>The proposed drainage aims to minimise the increase in impermeable area by maximising the extent of permeable paving and natural infiltration. All post development run-off from the site will be limited to 2 litres/second. Attenuation and reduced discharge will be provided for all storm events up to and including the 1 in 100-year storm plus 40% allowance for climate change.</p> <p>Thames Water confirmed in a Pre-Planning enquiry dated 18th June 2020, that the existing foul and surface water sewers do have capacity to accommodate the proposed development (Proposed surface water runoff to discharge via gravity into manhole ref. 5002. Flows restricted</p>

to 2.0l/s).

We have some concerns regarding the volume of storage to be provided on site. Within the MicroDrainage calculations shown at Appendix H, 12.16m³ volume of storage is provided within the Cellular Storage which has been modelled; that is 16m² area at 0.8m depth with 0.95 porosity. Within the Drainage Strategy drawing, Drawing No. C85763JNP-92-ZZ-DR-C-1001, Rev. P1, dated 25/06/2020, it is stated how the volume of storage provided is 19m³. However, this looks to be incorrect when looking at the tank dimensions, which are 6m long x 2.5m wide x 0.8m deep, which, when factoring in the porosity at 0.95, gives a total volume of 11.4m³. It is also unclear the entirety of the contributing area, which is positively drained into the tank.

There is also a small amount of flooded volume leaving the system (0.675m³) during the 1 in 100 year + climate change event, suggesting the attenuation may need to be slightly larger. Or if this is to be informally managed within the site, will need to be shown on a plan, ensuring no flooding of any building.

Considering that this is a minor application, we would therefore recommend that these concerns are clarified by a way of condition.

In order to secure the final detail of the proposed scheme, we therefore recommend the following conditions to the LPA should planning permission be granted.

Condition 1

The development permitted by this planning permission shall be carried out in accordance with the Drainage Assessment, prepared by JNP Group, Ref. C85763 RE001A, dated 26.06.20, Rev A and the following mitigation measures;

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 Water Sewer 2. Providing 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. Undertake drainage strategy to include the use of permeable asphalt, attenuation tank and flow control.

Reason

1. To reduce the risk of flooding to the proposed development and future occupants.

	<p>Condition 2</p> <p>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 www.hertfordshire.gov.uk 3 based on the submitted Drainage Assessment, prepared by JNP Group, Ref. C85763 RE001A, dated 26.06.20, Rev A. The scheme shall also include;</p> <p>1. Final design of the drainage scheme including 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 climate change event. 2. Investigate the use infiltration features to dispose some surface water from the site where possible. 3. Demonstrate appropriate SuDS management and treatment and inclusion of above ground features such as permeable paving/asphalt 4. Provision of half drain down times within 24 hours 5. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.</p> <p>Reason</p> <p>To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.</p> <p>Informative to the LPA</p> <p>We would recommend the LPA obtains a management and maintenance plan, to ensure the SuDS features can be maintained throughout the development's lifetime. This should follow the manufacturers' recommendation for maintenance and/or guidance in the SuDS Manual by Ciria.</p>
Waste Services (DBC)	<p>L 11m including safety bars x W 3m including wing mirrors should be allowed.</p> <p>From a waste perspective all seems well. Just to confirm that the collection vehicle is a 26t rigid freighter. there should be space for each resident to present 2 x wheeled bins and a kerbside caddy outside their boundary on collection day. I notice that there are 2 seperate bin storage area as well as the storage on their properties.</p>

Environmental And Community Protection (DBC)	<p>Having reviewed the planning application I am able to confirm that there is no objection to the proposed development, but that it will be necessary for the developer to demonstrate that the potential for land contamination to affect the proposed development has been considered and where it is present will be remediated.</p> <p>This is considered necessary because the application site is close to land with contaminated land use history, including, paper mill, builders yard and coal depot, and as such the possibility of ground contamination cannot be ruled out at this stage. This combined with the vulnerability of the proposed end use to the presence of any contamination means that the following planning conditions should be included if permission is granted.</p> <p>Contaminated Land Conditions:</p> <p>Condition 1:</p> <p>(a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.</p> <p>(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:</p> <p>(i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;</p> <p>(ii) The results from the application of an appropriate risk assessment methodology.</p> <p>(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.</p> <p>(d) This site shall not be occupied, or brought into use, until:</p> <p>(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.</p>

	<p>(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Condition 2: Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informative: The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.</p> <p>The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.</p>
Conservation & Design (DBC)	I think that the plans attached would be acceptable and sit comfortably with the surrounding built environment. Therefore provided that you conditioned the materials and landscaping we would not object.
Trees & Woodlands	According to the information submitted no trees of significant landscape value or amenity will be detrimentally affected by the development. I have examined the information and have no objections to the application being approved in full.
Environmental And Community Protection (DBC)	Having reviewed the planning application I am able to confirm that there is no objection to the proposed development, but that it will be necessary for the developer to demonstrate that the potential for land

contamination to affect the proposed development has been considered and where it is present will be remediated.

This is considered necessary because the application site is close to land with contaminated land use history, including, paper mill, builders yard and coal depot, and as such the possibility of ground contamination cannot be ruled out at this stage. This combined with the vulnerability of the proposed end use to the presence of any contamination means that the following planning conditions should be included if permission is granted.

Please note condition 1 acknowledges existence of an adequate phase 1 report.

Contaminated Land Conditions:

Condition 1:

(a) The Local Planning Authority is of the opinion that the Phase I Geo-Environmental Desk Study submitted at the planning application stage (Document Reference: BRD Environmental Ltd BRD3041-OR1-A September 2017) indicates a reasonable likelihood of harmful contamination and so no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
- (ii) The results from the application of an appropriate risk assessment methodology.

(b) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.

(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 the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

	<p>Condition 2:</p> <p>Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informative:</p> <p>The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.</p> <p>The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.</p>
Hertfordshire Highways (HCC)	<p>Proposal AMENDED PROPOSAL Demolition of existing house and development of 8 new houses</p> <p>Decision Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>CONDITIONS</p> <p>1. No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan.</p> <p>The Construction Management Plan shall include details of the following: a. Construction vehicle numbers, type, routing b. Access arrangements to the site c. Traffic management requirements d. On site construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas); e. Siting and details of wheel washing facilities;</p> <p>f. Cleaning of site entrances, site tracks and the adjacent public highway; g. Timing of construction activities (including delivery times</p>

	<p>and removal of waste) and to avoid school pick up/drop off times; h. Provision of sufficient on-site parking prior to commencement of construction activities; i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway; j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.</p> <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>2. No development shall commence until a scheme detailing changes required to the access onto Belswains Lane to form a bellmouth access and including alterations to the mini roundabout location, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.</p> <p>Reason: In the interests of highway safety and free and safe flow of traffic.</p> <p>3. No development shall commence until a swept path diagram showing that a large vehicle is able to access the improved access from all four arms of the mini roundabout, especially approaching from the South East, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.</p> <p>Reason: In the interests of highway safety and free and safe flow of traffic</p> <p>4. No development shall commence until the improved site access geometry has been constructed and completed to the satisfaction of the local planning authority and the highway authority.</p> <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>5. Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.</p> <p>Reason: In the interest of highway safety.</p> <p>6. Pedestrian visibility splays of .65m x .65m shall be provided, and thereafter maintained, on both sides of the new vehicle crossover, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway.</p> <p>Reason: In the interest of highway safety.</p> <p>7. Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be</p>
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intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

8. Highway Proposals - S278 Agreement

All works within the highway boundary (including alterations to the footway and the improved site access) will need to be secured and approved via a S278 Agreement with the HCC. Reason: To ensure all work undertaken on the highway is constructed to the Highway Authority's current specification, to an appropriate standard and by a contractor who is authorised to work in the public highway and in accordance with Hertfordshire County Council publication "Roads in Hertfordshire - A Guide for New Developments", an S278 agreement will be required before any such works are undertaken.

Further information is available by telephoning Highways on 0300 1234047 or using this link:<http://www.hertfordshire.gov.uk/services/transtreets/highways/highwaysinfo/hiservicesforbus/devmanagment/dmhighwaysec278/>

HIGHWAY INFORMATIVES:

1. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

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

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

telephoning 0300 1234047

4. Construction standards for works within the highway: All works to be undertaken on the adjoining highway shall be constructed to the satisfaction and specification of the Highway Authority, by an approved contractor, and in accordance with Hertfordshire County Council's publication "Roads in Hertfordshire - Highway Design Guide (2011)". Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

DESCRIPTION

This application is for Demolition of existing house and development of 8 new houses.

This amendment submits a set of revised documents.

The site is currently accessed from Belswains Lane, with the front aspect of the properties being on Pinecroft. Belswains Lane is an Unnumbered "C" Classified local access road, while Pinecroft is an unclassified local access road and a cul-de-sac. Both have a 30mph speed limit.

ACCESS

Vehicular and secondary pedestrian access is currently via a dropped kerb onto Belswains Lane. There is a mini roundabout just South West of the site, which limits the ability of vehicles to turn right into the site from Belswains Lane.

Documents: DRAINAGE CONSTRUCTION DETAILS, C85763-SK-003 and DRAINAGE CONSTRUCTION DETAILS C85763-SK-002, detail the arrangements to be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway, as per condition 7 above.

Although the applicant has stated in section 8 of the application form that no new or altered vehicular access is proposed to or from the public highway, to serve a development of this size, this crossing must be upgraded to a bellmouth junction with Belswains Lane.

The proposal is to widen this access to enable vehicles entering the site to wait clear of the highway if another vehicle is exiting. The driveway is currently 8.3m wide, and this will be maintained at 4.8m, with parking spaces along its southern edge. The applicant will need to submit plans both for the improvements to this access and also for moving the roundabout further south east, so that vehicles are easily able to turn right into the driveway from Belswains Lane. This must then be demonstrated to be possible by swept path analysis drawings. Swept Path Diagrams. The applicant has stated that after construction delivery and utility vehicles will access the proposed properties from Pinewood Road.

Drawing no DWG/3233/001 rev E shows that large vehicles are able to enter the site by travelling south down Belswains Lane, however, no

	<p>indication is given on how these vehicles will leave the site and negotiate the mini roundabout.</p> <p>Detailed swept path diagrams are required to show how large vehicles eg construction vehicles, fire tenders will be able to access and leave the site from the highway, using all arms of the mini roundabout ie approaching/leaving the site North or South on Belswains Lane The main current and proposed pedestrian access to the site is from Pinecroft, to the front aspect of the site. It is also proposed that during occupation of the development utility vehicles will approach the new properties from this road.</p> <p>S278 Agreement Any works within the highway boundary (including alterations to the footway and the proposed site access) will need to be secured and approved via a S278 Agreement with the HCC</p> <p>REFUSE STORAGE AND COLLECTION Arrangements have been made for the storage and collection of waste..</p> <p>PARKING</p> <p>The proposal includes 12 car parking spaces and 8 cycle parking spaces. Four of these will be along the southern edge of the driveway, leaving 4.8 m clear for vehicles to enter the site. There is a turning head within the site to allow vehicles to enter and leave the parking area in forward gear.</p> <p>Turning head</p> <p>Although the applicant states that the proposal includes ample turning for larger vehicles - including a fire engine and refuse truck, no indication has been given on how these large vehicles will leave the site. This must be shown in adequately dimensioned and produced swept path diagrams.</p> <p>CONCLUSION</p> <p>HCC as highway authority considers that the proposals would not have a severe residual impact upon highway safety or capacity, subject to the conditions and informative notes above.</p>
Hertfordshire Ecology	<p>My response dated 18/02/2020, noted that further activity survey for bats were required and that the outline mitigation strategy within the bat report (23 February 2018) did not provide sufficient information for the LPA to allow the LPA to determine the application. .</p> <p>Subsequently, a report has been submitted by Cerryfield Ecology (report date 23/05/2018). This demonstrates that the required follow up Activity surveys were carried out on the 08/05/2018 and 22/05/2018. During these surveys no emergence of bat was observed from the building. I have no reason to doubt these results. Since no roost is confirmed with in the building, a mitigation strategy is not required now and the application can be determined accordingly.</p>
Waste Services (DBC)	<p>From a waste perspective all seems well. Just to confirm that the collection vehicle is a 26t rigid freighter. there should be space for each</p>

	<p>resident to present 2 x wheeled bins and a kerbside caddy outside their boundary on collection day. I notice that there are 2 separate bin storage area as well as the storage on their properties.</p>
Conservation & Design (DBC)	<p>We would not object to the principle of the development or the general form, scale and mass of the proposed buildings. However it would be advantageous if the pitch of the gable elements to the street were increased. This would allow them to appear more in keeping with the design style chosen for the development. It would also be recommended that chimneys be added to give visual interest to the roofscape and help to better define the stepping elements and to sub divide the longer stretches of roof.</p> <p>Recommendation We would not object to the proposals however the above points should be considered. External materials and finishes subject to approval.</p>
Trees & Woodlands	<p>There are no significant trees or landscape features worthy of protection and retention on this site. Consequently, I would recommend the approval of the application from an arboricultural perspective.</p>
Environmental And Community Protection (DBC)	<p>Contaminated Land Having reviewed the planning application I am able to confirm that there is no objection to the proposed development, but that it will be necessary for the developer to demonstrate that the potential for land contamination to affect the proposed development has been considered and where it is present will be remediated.</p> <p>This is considered necessary because the application site is close to land with contaminated land use history, including, paper mill, builders yard and coal depot, and as such the possibility of ground contamination cannot be ruled out at this stage. This combined with the vulnerability of the proposed end use to the presence of any contamination means that the following planning conditions should be included if permission is granted.</p> <p>Contaminated Land Conditions: Condition 1: (a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.</p> <p>(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by</p>

this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
- (ii) The results from the application of an appropriate risk assessment methodology.

(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.

(d) 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 (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

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

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

Condition 2:

Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

Informative:

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

	<p>The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.</p> <p>Noise and Air Quality Informatives: Construction Hours of Working - (Plant & Machinery) Informative</p> <p>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: 0730hrs to 1730hrs on Monday to Friday, 08:00 - 13:00 Saturday and no works are permitted at any time on Sundays or bank holidays.</p> <p>Construction Dust Informative</p> <p>Dust from operations on the site should be minimised by spraying with water or by 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.</p> <p>Noise on Construction/Demolition Sites Informative</p> <p>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.</p>
Hertfordshire Highways (HCC)	<p>Amendment Amendment to proposal: Demolition of existing house and development of 8 new houses https://planning.dacorum.gov.uk/publicaccess/ 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: CONDITIONS</p> <p>1. No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local</p>

	<p>Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan.</p> <p>The Construction Management Plan shall include details of the following: a. Construction vehicle numbers, type, routing b. Access arrangements to the site c. Traffic management requirements d. On site construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas); e. Siting and details of wheel washing facilities; f. Cleaning of site entrances, site tracks and the adjacent public highway; g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times; h. Provision of sufficient on-site parking prior to commencement of construction activities; i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway; j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.</p> <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>2. No development shall commence until a scheme detailing changes required to the access onto Belswains Lane to form a bellmouth access and including alterations to the mini roundabout location, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.</p> <p>Reason: In the interests of highway safety and free and safe flow of traffic.</p> <p>3. No development shall commence until a swept path diagram showing that a large vehicle is able to access the improved access from all four arms of the mini roundabout, especially approaching from the South East, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.</p> <p>Reason: In the interests of highway safety and free and safe flow of traffic</p> <p>4. No development shall commence until the improved site access geometry has been constructed and completed to the satisfaction of the local planning authority and the highway authority.</p> <p>Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>5. Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.</p> <p>Reason: In the interest of highway safety.</p>
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6. Pedestrian visibility splays of .65m x .65m shall be provided, and thereafter maintained, on both sides of the new vehicle crossover, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway.

Reason: In the interest of highway safety.

7. Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

8. Highway Proposals - S278 Agreement

All works within the highway boundary (including alterations to the footway and the improved site access) will need to be secured and approved via a S278 Agreement with the HCC.

Reason: To ensure all work undertaken on the highway is constructed to the Highway Authority's current specification, to an appropriate standard and by a contractor who is authorised to work in the public highway and in accordance with Hertfordshire County Council publication "Roads in Hertfordshire - A Guide for New Developments", an S278 agreement will be required before any such works are undertaken.

Further information is available by telephoning Highways on 0300 1234047 or using this link:- <http://www.hertfordshire.gov.uk/services/transtreets/highways/highwayinfo/hiservicesforbus/devmanagment/dmhighwaysec278/>

HIGHWAY INFORMATIVES:

1. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

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

telephoning 0300 1234047.

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

4. Construction standards for works within the highway: All works to be undertaken on the adjoining highway shall be constructed to the satisfaction and specification of the Highway Authority, by an approved contractor, and in accordance with Hertfordshire County Council's publication "Roads in Hertfordshire - Highway Design Guide (2011)". Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

DESCRIPTION

This application is for Demolition of existing house and development of 8 new houses.

This amendment submits additional documents:

DRAINAGE_DETAILS-1062141.pdf

DRAINAGE_DETAILS-1062142.pdf SITE_PLAN-1062140.pdf

EMERGENCE_2018_CHERRYFIELD_ECOLOGY-1062143.pdf

PRA_2017_CHERRYFIELD_ECOLOGY-1062144.pdf

The site is currently accessed from Belswains Lane, with the front aspect of the properties being on Pinecroft. Belswains Lane is an Unnumbered "C" Classified local access road, while Pinecroft is an unclassified local access road and a cul-de-sac. Both have a 30mph speed limit.

ACCESS

Vehicular and secondary pedestrian access is currently via a dropped kerb onto Belswains Lane. There is a mini roundabout just South West of the site, which limits the ability of vehicles to turn right into the site from Belswains Lane.

Documents:

DRAINAGE_DETAILS-1062141.pdf,

DRAINAGE_DETAILS-1062142.pdf,

SITE_PLAN-1062140.pdf

Indicate that arrangements will be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway, as per condition 7 above.

Although the applicant has stated in section 8 of the application form that no new or altered vehicular access is proposed to or from the public highway, to serve a development of this size, this crossing must be

	<p>upgraded to a bellmouth.</p> <p>The proposal is to widen this access to enable vehicles entering the site to wait clear of the highway if another vehicle is exiting. The driveway is currently 8.3m wide, and this will be maintained at 4.8m, with parking spaces along its southern edge</p> <p>The applicant will need to submit plans both for the improvements to this access and also for moving the roundabout further south east, so that vehicles are easily able to turn right into the driveway from Belswains Lane.</p> <p>This must then be demonstrated to be possible by swept path analysis drawings.</p> <p>Swept Path Diagrams</p> <p>The applicant has stated that after construction delivery and utility vehicles will access the proposed properties from Pinewood Road. Furthermore, diagram "Proposed Site Plan 8L01 C" shows that large vehicles are able to use the proposed turning space to enter and leave the site in forward gear. However, the applicant has failed to show how large vehicles travelling either North or South along Belswains Lane are able to enter/leave the access road from/onto the highway.</p> <p>Detailed swept path diagrams are required to show how large vehicles eg construction vehicles, fire tenders will be able to access and leave the site from the highway, using all arms of the mini roundabout ie approaching/leaving the site North or South on Belswains Lane</p> <p>The main current and proposed pedestrian access to the site is from Pinecroft, to the front aspect of the site. It is also proposed that during occupation of the development utility vehicles will approach the new properties from this road. Turning head</p> <p>Although the applicant states that the proposal includes ample turning for larger vehicles - including a fire engine and refuse truck, no indication has been given on how these large vehicles will access the site. This must be shown in adequately dimensioned and produced swept path diagrams.</p> <p>S278 Agreement</p> <p>Any works within the highway boundary (including alterations to the footway and the proposed site access) will need to be secured and approved via a S278 Agreement with the HCC</p> <p>REFUSE STORAGE AND COLLECTION</p> <p>Storage and collection for refuse for the dwellings will be at the front of the properties, on Pinecroft.</p> <p>PARKING</p> <p>The proposal includes 12 car parking spaces and 8 cycle parking spaces. Four of these will be along the southern edge of the driveway, leaving 4.8 m clear for vehicles to enter the site. There is a turning head within the site to allow vehicles to enter and leave the parking area in forward gear.</p> <p>Turning head</p> <p>Although the applicant states that the proposal includes ample turning</p>
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	<p>for larger vehicles - including a fire engine and refuse truck, no indication has been given on how these large vehicles will access the site. This must be shown in adequately dimensioned and produced swept path diagrams.</p> <p>CONCLUSION</p> <p>HCC as highway authority considers that the proposals would not have a severe residual impact upon highway safety or capacity, subject to the conditions and informative notes above.</p>
Lead Local Flood Authority (HCC)	<p>Thank you for re-consulting us on the above application for the Demolition of existing house and development of 8 new houses at 143 Belswains Lane, Hemel Hempstead, Hertfordshire.</p> <p>We previously provided comments in our letter dated 24 February 2020.</p> <p>The applicant has provided the following additional information in support of the application: o Site Surface Water Drainage Plan, Drawing No. C85763-SK-001, dated 10.12.17, prepared by JNP Group o Drainage Construction Details Sheet 1 of 2, Drawing No. C85763-SK-002, dated 10.12.17 o Drainage Construction Details Sheet 1 of 2, Drawing No. C85763-SK-003, dated 10.12.17</p> <p>We are aware of the Drainage Assessment undertaken by JNP Group, which was submitted in support of the previous application at this site. However, unfortunately this information has not been submitted in support of this application. It is acknowledged that as LLFA we provided comments on a previous application at this site: 4/02450/17/FUL. In our response to 4/02450/17/FUL dated 12 January 2018 we recommended conditions to the LPA. However, as this is a new full planning application at the site, all information should be submitted in support of this new application.</p> <p>We have reviewed the information submitted by the applicant in support of the planning application. However, the information provided to date does not provide a suitable basis for an assessment to be made of the flood risk arising from the proposed development. Therefore, we object to the grant of planning permission. In order for the Lead Local Flood Authority to advise the relevant local planning authority that the site will not increase flood risk to the site and elsewhere and can provide appropriate sustainable drainage techniques the following information is needed:</p> <p>1. Feasible surface water discharge mechanism 2. Greenfield runoff rates 3. Updated drainage strategy (including volumes) for the updated site plan</p>

Overcoming our objection

1. From a review of the Site Surface Water Drainage Plan, Drawing No. C85763-SK001, dated 10.12.17, prepared by JNP Group, the applicant is proposing to connect into the Thames Water surface water sewer network. The applicant needs to provide confirmation from the relevant Water and Sewerage Company for the area (Thames Water) that they are happy to accept the proposed volumes and flows.

We would expect the applicant to provide a pre-development enquiry from Thames Water for the proposed discharge rate, showing that Thames Water are happy with this.

The applicant should be aware, that the LLFA updated our Local Flood Risk Management Strategy, and this was ratified by the Council in February 2019 (LFRMS2). This details our policies regarding flood risk management; we would expect the applicant to aim to discharge at the pre-development greenfield runoff rate for the site. If this cannot be achieved, strong technical justification should be provided as to why this cannot be achieved.

The applicant should provide information that they have followed the surface water discharge hierarchy before proposing to discharge into the local surface water sewer network. Evidence that the surface water discharge hierarchy has been followed will need to be provided.

2. As detailed under point 1, the applicant should provide the pre and post development greenfield runoff rates for the site. We would expect discharge to be at the pre-developed greenfield runoff rate for the site.

3. From a review of Site Surface Water Drainage Plan, Drawing No. C85763-SK-001, dated 10.12.17, prepared by JNP Group, the drainage plan submitted is for the previous application.

The new scheme has a large impermeable area where the previous dwelling block and landscaped/garden area was proposed. The area where this block is omitted is now proposed as parking/turning area.

The drainage plan and strategy for the site should be updated to take account of the change in site layout.

We would expect drainage and volume calculations to be updated to account for the contributing area on site.

	<p>If infiltration is not feasible, we would expect lined permeable paving to be used and connected into the wider drainage system on site.</p> <p>Numerous other aspects of the drainage strategy are not included within the current submitted information such as exceedance flow paths, maintenance of SuDS features etc. The applicant should submit:</p> <ul style="list-style-type: none"> o A detailed drainage strategy which includes a commitment to providing appropriate SuDS in line with the non -statutory national standards, industry best practice and HCC Guidance for SuDS. o Detailed calculations of existing/proposed surface water storage volumes and flows with post development calculations/ modelling in relation to surface water are to be carried out for all rainfall events up to and including the 1 in 100 year including an allowance for climate change <p>The minimum required to assess the flood risks resulting from the proposed development is:</p> <ul style="list-style-type: none"> o The volume of surface water the site will have to deal with o How the proposal intends to manage these volumes within the site o Where the water will be disposed of?
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
22	15	2	13	0

Neighbour Responses

Address	Comments
97 Evans Wharf Hemel Hempstead Hertfordshire HP3 9WW	<p>Customer objects to the Planning Application</p> <ul style="list-style-type: none"> - Inadequate access - Inadequate parking provision - Increase in traffic - Increase of pollution - Information missing from plans - Other - give details <p>Information given about local transport is out of date</p>

	<p>Information given about local traffic incidents on roundabout is out of date</p> <p>Restitution works required after previous failed application not made</p> <p>Visitor parking provision in plans may hinder emergency vehicles</p> <p>Traffic parking pressure in area is all ready too high with dangerous verge parking close to junctions</p> <p>Run off from the hill already gives problems with drainage on Apsley Lock development.</p>
<p>2 Dickinson Quay Hemel Hempstead Hertfordshire HP3 9WT</p>	<p>My concern is that the 8 dwellings will not have enough parking pushing additional vehicles onto an already over stretched availability in Dickinson Quay and surrounding roads. Dickinson Quay on a good day with good parking can space 10 vehicles and with bad parking 8. You have commuters parking their vehicles all day and walking to Apsley station (Residents permits would sort this problem). If the above dwellings do not have at least 2 spaces each outside their properties it will be obvious that they will park in Dickinson Quay as there is no parking on the main road/roundabout leaving the the residents in that little stretch of Dickinson Quay with more than marina flats/commuters/restaurant patrons parking problems.</p> <p>My concern is that the 8 dwellings will not have enough parking pushing additional vehicles onto an already over stretched availability in Dickinson Quay and surrounding roads. Dickinson Quay on a good day with good parking can space 10 vehicles and with bad parking 8. You have commuters parking their vehicles all day and walking to Apsley station (Residents permits would sort this problem). If the above dwellings do not have at least 2 spaces each outside their properties it will be obvious that they will park in Dickinson Quay as there is no parking on the main road/roundabout leaving the the residents in that little stretch of Dickinson Quay with more than marina flats/commuters/restaurant patrons parking problems.</p>
<p>15 Pinecroft Hemel Hempstead Hertfordshire HP3 8AW</p>	<p>I take this opportunity to highlight my concerns regarding the mentioned development. I have carefully examined the plans, and there are two major issues that cannot be ignored. I thank you for taking the time to assess them:</p> <p>1. In the Transport Statement (included within the developer's plan documents), point 4.10 under Servicing, instructs the residents of the new dwellings to take their bins onto Pinecroft through a pedestrian access, and place them on the kerbside for collection. As you can imagine, every two weeks that would mean the presence of 16 bins (and 24 bins if counting the caddies) piled just outside our house, where the access is planned.</p> <p>I personally cannot perceive how this will be possible without the outside of our house looking like 'a refuse center', not to mention the inevitable smells, and unsightliness of this occurrence, every single week. Moreover, we would have to endure the presence of the bins all day, until they are reclaimed by their owners at the end of the day when they return from work.</p> <p>I'm sure you can understand why it would be completely unacceptable for us to have to go through this every week. A far better suggestion</p>

	<p>that would work for both parties, would be for the bins to be collected within the site. The developer has clearly allocated space for entry and turning of service vehicle, as outlined in his proposed document 'Design and Access Statement' on top of page 3, which states "The scheme now allows for parking to the development to be sited to the rear, with ample turning for larger vehicles - including a fire engine and refuse truck."</p> <p>Consequently, this eliminates the need for the access from Pinecroft.</p> <p>2. The proposed Pinecroft access will in fact worsen the parking situation in Pinecroft. Currently, there is just about enough room for one car to safely get through Pinecroft, not to mention the need to reverse out from the end of the cul-de-sac.</p> <p>Due to the vicinity of the Denes Shopping Centre, we constantly notice more and more cars being parked in Pinecroft, especially because there are no parking restrictions whatsoever, and just sufficient spaces for the residents themselves to park on the road outside their dwellings. Imagine, the overcrowding and blocking that would happen as more cars would be parked in Pinecroft by residents or guests from the proposed development.</p> <p>We are well aware that all of our neighbours on Pinecroft are equally worried and concerned about this access. And we sincerely hope that the right and just decision will be achieved by the committee, by disallowing the existence of this access, in light of the consequences outlined above, as a matter of protecting our basic residential rights.</p>
<p>Dacorum Borough Council, Cupid Green Depot Redbourn Road Hemel Hempstead hp2 7ba</p>	<p>From a waste perspective all seems well. Just to confirm that the collection vehicle is a 26t rigid freighter. there should be space for each resident to present 2 x wheeled bins and a kerbside caddy outside their boundary on collection day. I notice that there are 2 seperate bin storage area as well as the storage on their properties.</p> <p>Each house should have sufficient space to store 3 x wheeled bins and a food caddy with a simular space outside the boundry to present the waste on collection day.</p> <p>The collection vehicles are 26t rigid freighters (approx 11m x 3m) with limited manouverability and will require suitable access.</p>
	<p>I take this opportunity to highlight my concerns regarding the mentioned development. I have carefully examined the plans, and there are two major issues that cannot be ignored. I thank you for taking the time to assess them:</p> <p>1. In the Transport Statement (included within the developer's plan documents), point 4.10 under Servicing, instructs the residents of the new dwellings to take their bins onto Pinecroft through a pedestrian access, and place them on the kerbside for collection. As you can imagine, every two weeks that would mean the presence of 16 bins (and 24 bins if counting the caddies) piled just outside our house, where the access is planned.</p>

	<p>I personally cannot perceive how this will be possible without the outside of our house looking like 'a refuse center', not to mention the inevitable smells, and unsightliness of this occurrence, every single week. Moreover, we would have to endure the presence of the bins all day, until they are reclaimed by their owners at the end of the day when they return from work.</p> <p>I'm sure you can understand why it would be completely unacceptable for us to have to go through this every week. A far better suggestion that would work for both parties, would be for the bins to be collected within the site. The developer has clearly allocated space for entry and turning of service vehicle, as outlined in his proposed document 'Design and Access Statement' on top of page 3, which states "The scheme now allows for parking to the development to be sited to the rear, with ample turning for larger vehicles - including a fire engine and refuse truck."</p> <p>Consequently, this eliminates the need for the access from Pinecroft.</p> <p>2. The proposed Pinecroft access will in fact worsen the parking situation in Pinecroft. Currently, there is just about enough room for one car to safely get through Pinecroft, not to mention the need to reverse out from the end of the cul-de-sac.</p> <p>Due to the vicinity of the Denes Shopping Centre, we constantly notice more and more cars being parked in Pinecroft, especially because there are no parking restrictions whatsoever, and just sufficient spaces for the residents themselves to park on the road outside their dwellings. Imagine, the overcrowding and blocking that would happen as more cars would be parked in Pinecroft by residents or guests from the proposed development.</p> <p>We are well aware that all of our neighbours on Pinecroft are equally worried and concerned about this access. And we sincerely hope that the right and just decision will be achieved by the committee, by disallowing the existence of this access, in light of the consequences outlined above, as a matter of protecting our basic residential rights.</p>
	<p>This is extreme over development (a mostly concrete filled site) and is out of character in the surrounding area which is predominantly semi-detached or detached. Shows little green landscaping especially considering the devastating loss of trees we have already experienced from the site. There will be overlooking of adjacent properties, an increase in noise and a consequent loss of privacy especially if parking on the access road is allowed. People already park on the pavement surrounding 143 Belswains Lane, making it impossible to pass with a wheelchair or buggy. Proposed parking is highly inadequate. Proposed access off a roundabout is highly dangerous. The length and narrowness of the access lane is unsuitable and will pose a problem for deliveries and emergency services. People will naturally park on Pinecroft to get closer to their front doors. Existing traffic congestion already exist in Pinecroft. Cars queue to use the shops at the Denes causing obstruction to cars leaving/accessing Pinecroft. Neither Pinecroft or Belswains Lane can cope with further overspill of cars in the street. The number of proposed dwellings on this site needs to</p>

	<p>dramatically reduce in order to make it a safe and acceptable development. The compact nature of this scheme means these houses do not lend themselves to be adapted for wheelchair users excluding the needs of people with disability. This is a problem all over Dacorum and the more the council agree to compact design, the worse the situation becomes. This is my view having worked in housing adaptations with people who have disabilities across Dacorum for the last 14 years.</p>
<p>11 Pinecroft Hemel Hempstead Hertfordshire HP3 8AW</p>	<p>I am writing in response to the above application as I with you formally object to this development.</p> <p>The current site is a 3 bed house. Whilst we acknowledge that the developer has responded to some of the previous feedback regarding the "over development" of the plot (23 bedrooms down to 16), the lack of car parking it is clear that this development will still be seriously detrimental to the residents of Pinecroft.</p> <p>Please allow me to highlight my reasons why I believe the Council should refuse this application;</p> <ul style="list-style-type: none"> o Car parking; because of the proposed pedestrian access to Pinecroft, it will be significantly easier and more convenient for at least 50% new residents to park in Pinecroft than the car parking spaces created by this development. It is a certainty that Pinecroft would be used as an overflow car park. The majority of the time I cannot currently park in front of my house, before adding potentially 16 + cars (2 per house) into the equation. o Design appearance; this current proposal is "over developing" the plot. Pinecroft is a street of semi detached properties each with clear gaps between each property, which would now be truncated with terraced properties. Therefore, the overall appearance is not in keeping with the current appearance of the Pinecroft street scene. o Safe Access; access to Pinecroft is frequently limited with cars queuing on Barnacres Road to access and park in "The Deans" car park adjacent to the shops. This can lead to waiting times of up to 10 minutes to access Pinecroft. This encourages residents of Pinecroft to try to weave through the waiting cars to return to their residence and it is highly probable that increased demand to access Pinecroft will result in an accident. <p>Pinecroft is a cul-de-sac with many young families. The addition of potentially 16 + cars would place a significant burden on the pavements and will create an enhanced safety risk as would have to walk our young children passed many parked and moving vehicles.</p> <p>We want to stress we are positive about 143 Belswains redevelopment in general, however the current plans are still excessively detrimental to the residents of Pinecroft. It is a shame the developer has not chosen to engage with us directly so we could work together to agree a sensible and reasonable development. Please can you confirm receipt of this objection?</p>
<p>Pinecroft Hemel Hempstead</p>	<p>I strongly object to the above mentioned new planning application, on behalf of my family, on the following grounds :-</p>

	<p>The proposed eight new homes, still constitute an over development of this small plot of land, where there is currently one house (occupied until early 2017). The house was surrounded by trees (swiftly felled in August 2017) and the site was levelled shortly after. The proposed development will mean loss of garden land, and loss of open aspect.</p> <p>The site address is Belswains Lane, but the 8 new houses will have the greatest visual impact on Pinecroft, as the front of these houses will face onto Pinecroft.</p> <p>The proposed houses are not in keeping with the much larger three and four bedroom homes already there. Our properties are a mix of detached and semi detached homes.</p> <p>Pinecroft is a cul- de- sac, which is mainly residential, but also provides access to the only entrance to the Denes Shops (including a Tesco Express, Fish Shop & Cafe), as well as a Motor Repair Garage & Builders Merchants. The junction of Pinecroft & Barnacres Road, is already very busy, and is often congested with vehicles waiting to visit the shops. Many of these waiting vehicles block other vehicles trying to get in and out of the rest of Pinecroft, and sometimes cause the queuing of vehicles on Barnacres Road blocking the traffic.</p> <p>The nearest carriageway parking opportunities on Pinecroft are closer than the majority of the parking facilities on the access road on the Application Site.</p> <p>Spare parking places in the residential end of Pinecroft are already scarce. In addition, the proposed pedestrian access onto Pinecroft, will result in our road becoming an overspill car park for the residents of the development, & their visitors, together with additional delivery vehicles for them.</p> <p>The new planning application, which incorporates the site access road, will not allow emergency vehicles (including fire engines) adequate turning space within the site, to allow such vehicles to enter & leave the site in forward gear.</p> <p>The only vehicle exit from the proposed site is straight onto Belswains Lane, extremely close to a mini roundabout & traffic island, where residents have seen several accidents occur. Belswains Lane is already a busy road.</p>
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