

ITEM NUMBER: 5b

23/00828/FUL	Construction of a ground floor rear extension and first floor rear extension, conversion of existing property to 4no. flats. Construction of a dormer window at the front elevation and construction of a bow window	
Site Address:	51 Belswains Lane, Hemel Hempstead, Hertfordshire, HP3 9PW	
Applicant/Agent:	Khilan Hingrajia	Mr Giovanni Patania
Case Officer:	Heather Edey	
Parish/Ward:	Bennetts End	
Referral to Committee:	Call-in Request received from Councillor Birnie – Concerns raised on the grounds that the development provides insufficient parking and would increase traffic, being harmful on highway/pedestrian safety grounds	

1. RECOMMENDATION

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

2. SUMMARY

2.1 The proposed development is considered to be acceptable in principle, in accordance with Policies CS1 and CS4 of the Dacorum Borough Core Strategy (2013) and Saved Policy 19 of the Dacorum Borough Local Plan (2004).

2.2 Whilst the proposal would significantly alter the visual appearance of the existing building, given the mixed character of the streetscene, it is not considered that the resultant building would appear significantly out of keeping with neighbouring development. Furthermore, subject to conditions requiring new openings to be obscure glazed and non-opening, it is not considered that the proposal would adversely affect the residential amenity of neighbouring properties in terms of being visually overbearing or resulting in a significant loss of light or privacy.

2.3 The proposal is also considered to be acceptable on highway/pedestrian safety grounds, having no adverse impacts on the safety and operation of the existing highway network. Whilst generating a shortfall of off-street car parking, the submitted Parking Stress Survey is considered sufficient to evidence that the proposal would not generate significant parking stress. Given all of the above, the proposal complies with the National Planning Policy Framework (2021), Policies CS1, CS4, CS8, CS11, CS12 and CS29 of the Dacorum Borough Core Strategy (2013), Saved Policy 19 of the Dacorum Borough Local Plan (2004), Saved Appendices 3 and 7 of the Local Plan (2004) and the Parking Standards Supplementary Planning Document (2020).

3. SITE DESCRIPTION

3.1 The application site comprises a two storey detached building with associated outbuilding and yard, situated on a prominent corner plot where roads Belswains Lane and Belmont Road meet, within a designated residential area of Hemel Hempstead.

3.2 Whilst the building previously functioned as a shop (Use Class A1), permission was granted under application 4/03109/16/FUL for the building to be converted to residential use (Use Class C3). Permission was also issued under this application for the construction of a two storey rear extension

and for the conversion of the existing outbuilding to garages, to support the subdivision of the building into three self-contained flats.

3.3 Whilst the conversion of the building to a residential use was implemented in accordance with the above permission, the two storey rear extension was never constructed and the building was not subdivided, with the building functioning as a two storey detached, three bed dwelling.

3.4 The site falls within the HCA18: Belswains Character Appraisal Area and is noted to be of mixed character, largely comprising detached dwellings of mixed architectural style and design. The site also falls within a Former Land Use Risk Zone for ground contamination.

4. PROPOSAL

Previous History

4.1 Planning permission was recently granted under application 21/02407/FUL for the building to be converted to residential use, providing four self-contained flats with associated parking and landscaping. The approved plans indicate that three 2-bed units and one 1-bed unit would be provided, with the units being served by four off-street parking spaces. In order to facilitate this conversion, it was proposed that the building be extended at two storey level to the front, side and rear, with the existing outbuilding demolished, and that alterations be made to the existing roof to facilitate the provision of habitable accommodation in the loft.

Current Proposal

4.2 Under the current application, permission is sought to construct ground and first floor rear extensions, a new front dormer window and bow window to facilitate the conversion of the building into four self-contained flats with associated works. The submitted plans indicate that the new building would provide two 2-bed units (flats 1 and 3) and two 1-bed units, (flats 2 and 4), and that the new units would be served by a communal front and rear yard, four car parking spaces and bike storage area.

4.3 Whilst similar in nature to the scheme previously approved under 21/02407/FUL, the current application proposes a reduction to the total number of flats provided, (from four to three units), as well as a reduction to the proposed extensions undertaken to the main building, (i.e. with the proposed side extension limited to the creation of a new bow window under the current scheme, and no extensions proposed to the front of the property under the current proposal). It is also noted that no changes are proposed to the roof of the existing building under the current application, (given that no living accommodation is proposed within the roofspace), and that a new front dormer is proposed for construction, accommodating the new internal building layout.

5. PLANNING HISTORY

Planning Applications (If Any):

21/02407/FUL - Change of use from shop (A1) to residential (C3) and conversion of existing property for 4 self-contained flats with associated parking and landscaping with demolition of existing outbuilding
GRA - 6th August 2021

20/02878/FUL - Demolition of existing property. Construction of 5 x 2 bed apartments with parking.
WDN - 10th November 2020

20/03939/FUL - Demolition of existing property. Construction of 4 x 2 bed apartments with parking (amended scheme)

WDN - 1st February 2021

4/03109/16/FUL - Two storey rear extension. Conversion of existing property into 3 self-contained flats. Conversion of existing outbuilding to garages

GRA - 9th January 2017

4/01755/13/FUL - Construction of single storey flat roof attached storage building

GRA - 13th November 2013

4/02578/06/FUL - Convert store room into training room, and single storey side extension

GRA - 17th January 2007

4/01718/89/FUL - First floor rear extension

GRA - 23rd January 1990

6. CONSTRAINTS

CIL Zone: CIL3

Former Land Use (Risk Zone) - Contamination

Heathrow Safeguarding Zone: LHR Wind Turbine

Parish: Hemel Hempstead Non-Parish

RAF Halton and Chenies Zone: Yellow (45.7m)

Residential Area in Hemel Hempstead

Residential Character Area: HCA18

Parking Standards: New Zone 3

Town of 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 (2021)

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

CS10 - Quality of Settlement Design

CS11 - Quality of Neighbourhood Design

CS12 - Quality of Site Design

CS29 - Sustainable Design and Construction

Saved Policy 19 of the Local Plan (2004) - Conversions
Saved Appendix 3 of the Local Plan (2004) – Layout and Design of Residential Areas
Saved Appendix 7 of the Local Plan (2004) – Small-Scale House Extensions

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2020)
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)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;
The quality of design and impact on visual amenity;
The impact on residential amenity; and
The impact on highway safety and car parking.

Principle of Development

9.2 The application site falls within a designated residential area of Hemel Hempstead, wherein Policies CS1 and CS4 of the Dacorum Borough Core Strategy (2013). Policy CS1 of the Core Strategy (2013) states that market towns and large villages will accommodate new development for housing, employment and other uses. Furthermore, Policy CS4 of the Core Strategy (2013) states that appropriate residential development is encouraged in residential areas.

9.3 With regards to conversions, Saved Policy 19 of the Dacorum Borough Local Plan (2004) notes that the conversion of buildings to incorporate flats or houses will be permitted in residential areas of towns and large villages.

9.4 In light of the above policies, the proposal for the construction of ground and first floor extensions, new front dormer and bow window and the conversion of the building into four self-contained flats with associated works is acceptable in principle, according with Policies CS1 and CS4 of the Dacorum Borough Core Strategy (2013) and Saved Policy 19 of the Dacorum Borough Local Plan (2004).

Quality of Design / Impact on Visual Amenity

Policy

9.5 The NPPF (2021) states that planning policies and decisions should ensure that new development should be sympathetic to local character and history, including the surrounding built environment and landscape setting. Furthermore, Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013) and Saved Appendices 3 and 7 of the Dacorum Borough Local Plan (2004) and HCA18: Belswains Character Appraisal Area seek to ensure that new development respects the typical density in the area, enhancing significant views within character areas and respecting adjoining properties in terms of layout, security, site coverage, scale, height, bulk, materials, landscaping and amenity space.

Assessment

9.6 In order to facilitate the conversion of the building to provide four self-contained flats, the application proposes the construction of a first floor rear extension, single storey rear extension, new front dormer window and new side bow window. The new first floor rear extension would measure approximately 7.4m deep, whilst the new single storey rear extension would project approximately 1.9m deep, with both additions extending the full width of the dwelling, (measuring approximately 7.4m wide). The new bow window would be sited on the side elevation of the dwelling fronting Belmont Road, replicating the design, scale, height and detailing of the existing first floor side bow window. The application also proposes the construction of a new front dormer window, measuring approximately 1.7m wide and 0.7m deep.

9.7 Cumulatively, the proposed works would significantly alter the external visual appearance, bulk, mass and prominence of the existing building.

9.8 It is however considered that the proposed additions/alterations have been sympathetically designed to respect the original design and character of the main building, with the proposal replicating existing features of the main dwelling, (i.e. the existing two storey side bow window projection with associated gable end detailing). Furthermore, whilst proposing the insertion of new openings to the front and side elevations of the building, it is considered that these openings are of sympathetic design, scale, proportion and siting to ensure that attractive frontages are created to both Belswains Lane and Belmont Road.

9.9 The proposed two storey bow window projection would replicate the existing two storey side bow window in terms of its scale, height and detailing, therein replicating an attractive design feature of the existing building and resulting in the creation of an attractive building frontage to Belmont Road. Whilst noted to project within close proximity of Belmont Road, it is not considered that this addition would appear overtly prominent or cause harm to the streetscene, given that the build line of properties along Belmont Road are typically within close proximity of the adjacent highway. Consideration is also given to the fact that the existing outbuilding would be demolished, therein providing a visual break between the application building and neighbouring property 3 Belmont Road, and that the scale of the additions to the side of the building would be significantly reduced in comparison to the works approved under recent application 21/02407/FUL.

9.10 Whilst the proposed rear extensions would also be visible from public vantage points along Belmont Road, it is not considered that these additions would detract from the character and appearance of the existing building or dominate the wider streetscene, given that they have been sympathetically designed to appear continuations of the main house, (i.e. comprising matching roof forms and window finishes to the main house).

9.11 As an alternative to increasing the height of the roof and accommodating habitable accommodation in the roof slope, (i.e. as approved under application 21/02407/FUL), the application proposes the construction of a new front dormer window.

9.12 Whilst Saved Appendix 7 of the Dacorum Borough Local Plan (2004) states that front dormer windows will not usually be encouraged, it is necessary that consideration should be given to the character of the streetscene when determining whether this addition is acceptable in this context.

9.13 Belswains Lane is mixed in character, comprising a mix of detached and semi-detached properties of varied architectural design, style and appearance. Furthermore, it is noted that there are a number of examples of properties comprising front dormer windows fronting Belswains Lane in the existing streetscene, with neighbouring properties 37, 38 and 61 Belswains Lane all comprising front dormer windows of mixed architectural styles and design.

9.14 In light of everything above, and by reason of its amended design, (i.e. noting that the dormer has been significantly reduced in scale and sited set further back into the roof slope to address the concerns raised at pre-application stage to this addition), on balance, it is not considered that this addition would appear a visually prominent addition to the roofslope or appear out keeping with the existing streetscene character.

9.15 With regards to material finishes, the application proposes that external walls be finished in painted white render, comprising dark grey metal detailing, dark roof tiles and white UPVC framed windows. These external finishes are considered to be acceptable, harmonising with existing material finishes and integrating with the mixed character and external finishes of properties sited along Belswains Lane and Belmont Road.

9.16 The demolition of an existing outbuilding to the rear of the property is proposed as part of the application. Given that this structure is not considered to be of architectural merit or to make a significant contribution to the character and appearance of the streetscene, no objections are raised to its demolition.

9.17 Given the above assessment, the proposal is considered to be acceptable in design/visual amenity terms, therein according with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013), Saved Appendix 3 and 7 of the Dacorum Borough Local Plan (2004) and the NPPF (2021).

Impact on Residential Amenity

Policy

9.18 The NPPF (2021) outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Policy CS12 of the Core Strategy (2013) seeks to ensure that new development avoids visual intrusion, loss of sunlight and daylight, loss of privacy and does not cause significant disturbance to properties in the surrounding area. Furthermore, Saved Appendix 3 of the Local Plan (2004) states that residential development should be designed and positioned to maintain a satisfactory level of sunlight and daylight for existing and proposed dwellings.

Assessment

9.19 The application site shares boundaries with neighbouring properties 49 Belswains Lane and 3 Belmont Road.

Impact on 49 Belswains Lane

9.20 The application proposes the installation of four ground floor level windows and three new first floor level windows on the side elevation of the application building, facing towards neighbouring property 49 Belswains Lane. Given that these windows could be used to facilitate the harmful overlooking of no. 49, it has been proposed that these windows be obscure glazed.

9.21 Subject to the new first floor level windows being obscure glazed and non-opening, (unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed), it is not considered that these windows would result in a significant loss of privacy to this property. It is recommended that these arrangements be secured by way of planning condition.

9.22 The submitted plans indicate that the proposal would accord with the BRE Guidance, clearing 45 degree lines taken from the nearest habitable rooms on the front and rear elevations of no. 49. As such, it is not considered that the proposal would result in a significant loss of daylight to this

property. With respect to sunlight, it is noted that the development is sited south of no. 49, and in light of this, a degree of overshadowing would occur to this neighbour. Whilst not an ideal situation, it is not considered that the lighting levels restricted to this property would be at a significantly harmful level to justify refusal of the scheme. Consideration is also given to the fact that a similar relationship between the application building and no. 49 deemed to be acceptable previously under 21/02407/FUL, and that the current proposal would to some extent improve the relationship between the two properties, (i.e. by way of the omission of the first floor front extension).

9.23 Given the scale and nature of the extensions and the relationship between the application building and no. 49, (i.e. noting that the rear build line of no. 49 projects deeper than that of the extension), it is not considered that the development would appear visually intrusive to this neighbouring property.

Impact on 3 Belmont Road

9.24 The proposal would reduce the separation distance between the rear of the application dwelling and no. 3 to approximately 15m. Taking this into account and noting the topography of the site, (i.e. noting that no. 3 is sited on higher ground levels than the application building), it is not considered that the development would appear visually overbearing or that there would be a significant loss of privacy to this neighbouring property.

Impact on 53 Belmont Road/1-4 Dara House

9.25 Whilst the application site does not adjoin the above neighbouring properties, the alterations to the side elevation of the dwelling would result in the installation of new first floor windows facing these buildings. Given that an approximate distance of 13m would be retained between these opening and the above neighbouring buildings, it is not considered that the proposal would adversely affect the residential amenity of these neighbouring properties in terms of being visually overbearing or resulting in a significant loss of light or privacy to these neighbouring properties. The front to front relationship shared between the application building and these neighbouring buildings is also considered to be typical of that shared between residential properties in a built up urban area.

Amenity of New Units

9.26 Whilst proposing the installation of four ground floor level windows and three new first floor level windows on the side elevation of the building, (facing 49 Belswains Lane), for the new units, the submitted plans indicate that these would all be obscure glazed. The layout of the new flats has however been sympathetically designed to respond to this, with these windows shown to predominantly serve bathrooms or open plan kitchen/lounge diners served by two other windows. These arrangements are therefore considered to be acceptable, ensuring that sufficient lighting and outlook is obtained for the new flats.

9.27 With regards to noise/disturbance, the DBC Environmental Health Team were consulted as part of the scheme and were asked to consider the proposal on these grounds. Whilst no objections have been raised on these grounds, the DBC Environmental Health Officer has raised concerns with respect to the potential impact of road transportation noise on future occupants of the new units. In order to satisfy these concerns, they have recommended that a condition be attached to the application, requiring the submission of a ventilation strategy to protect future users of the flats from road transportation noise.

9.28 Whilst consideration has been given to the concerns raised by the DBC Environmental Health Officer, it is not felt that the above condition would meet the six tests, in particular, with the condition failing the test of reasonableness.

9.29 Under previous application 21/02407/FUL, permission was granted for the building to be converted to provide four self-contained flats. Whilst a similar condition was suggested by the DBC Environmental Health Team, this condition was not included as part of the formal decision, given that the previous Case Officer deemed it unreasonable to do so, noting that the dwelling could be occupied without requiring formal planning consent, (in accordance with Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), without the requirement for a ventilation strategy to be provided.

9.30 In light of the above and noting that application 21/02407/FUL can still be implemented, it is not considered reasonable to attach the recommended condition to the formal decision in the event that the current application is granted.

9.31 Given the above assessment, the proposal is acceptable in terms of its impact on the residential amenity of neighbouring properties, therein according with Policy CS12 of the Core Strategy (2013), Saved Appendix 3 of the Local Plan (2004) and the NPPF (2021).

Impact on Highway Safety and Parking

Policy

9.32 The NPPF (2021), Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), and the Parking Standards Supplementary Planning Document (2020) all seek to ensure that new development provides safe and sufficient parking provision for current and future occupiers.

9.33 Furthermore, Saved Policy 51 of the Local Plan (2004) states that the acceptability of all development proposals will always be assessed specifically in highway and traffic terms and should have no significant impact upon the nature, capacity and use of the highway network and its ability to accommodate the traffic generated by the development and the environmental and safety implications of the traffic generated by the development.

Assessment

9.34 The Highways Authority were consulted as part of the application and raised no objections to the scheme on highway/pedestrian safety grounds, noting that the development would be unlikely to significantly increase movement to and from the area or adversely impact upon the safety and operation of the existing highway network.

9.35 The application proposes the construction of a new dropped kerb to facilitate the creation of four off-street parking spaces. Whilst raising no objections in principle to these arrangements, the Highways Authority have advised that a condition be attached to the formal planning consent, ensuring that the dropped kerb is implemented in accordance with Hertfordshire's Local Transport Plan (Adopted 2018), and thereafter retained as such.

9.36 This condition is considered to meet the six tests being, in particular, both reasonable and necessary to ensure that safe access is facilitated to and from the proposed new parking spaces.

9.37 The application proposes the conversion of the existing building into four flats, including two 2-bed units, and two 1-bed units. The submitted plans indicate that the new units would be served by four allocated parking spaces, accessed off Belmont Road.

9.38 The application has been called-in to Committee following objections raised by Councillor Birnie with respect to parking, with concerns raised that insufficient off-street parking provision is provided by the development in accordance with the Parking Standards Supplementary Planning Document (2020), (a shortfall of approximately 4.8 spaces), and that on-street car parking conditions are not sufficient to accommodate cars displaced by the development. Reference has also been made to

the fact that Herts County Council are currently considering the introduction of new waiting restrictions and extending the double yellow line provisions around the bottom of Belmont Road and along Belswains Lane, and that these measures could further worsen on-street parking conditions.

9.38 The Parking Standards Supplementary Planning Document (2020) states that a one bed unit should provide 1.25 off-street car parking spaces and a two bed unit should provide 1.5 allocated off-street car parking spaces. Given that the application proposes the creation of two 2-bed units and two 1-bed units, the development should provide a minimum of 5.5 off-street car parking spaces, (6 spaces once rounded up), in order to accord with the Council's parking standards.

9.39 Given that the submitted plans indicate that only four off-street car parking spaces would be provided, a shortfall of two off-street car parking spaces would be generated by the development.

9.40 Paragraph 6.10 of the Parking Standards Supplementary Planning Document (2020) does however set out a number of instances in which deviations can be made to the Council's car parking standards, noting that exceptions can be made in instances where 'on-street parking stress surveys (undertaken in accordance with the specification provided in Appendix C), indicate sufficient spare capacity' and wherein the area is noted to be highly accessible to public transport and local facilities.

9.41 The site is within a sustainable location, served by public transport links and within close proximity of local facilities, with the site noted to be within an approximate 12 minute walking distance of Apsley Train Station and approximate 15-20 minute walking distance of shops along London Road.

9.42 A Parking Stress Survey has also been submitted in support of the application. Undertaken in accordance with the methodology set out under Appendix C of the Parking Standards Supplementary Planning Document (2020), this document concludes that as a worst case scenario, the proposal would generate one overspill parked car, increasing parking stress from 32% to 33%. Given that a 90% figure is noted to indicate a critical impact on on-street parking conditions, (and the proposal falls significantly beyond that measure), the document concludes that the proposal would have a minimal/insignificant impact on existing parking stress.

9.43 Taking everything above into account, it is not considered that the proposal would generate significant parking stress within the immediate area.

9.44 Significant weight is also given to the fact that permission was recently issued under 21/02407/FUL for the provision of an additional flat to the proposed development, served by the same level of off-street car parking provision as the current proposal, given that this permission would arguably have a worse impact and could still be implemented.

9.45 In light of everything above, it is therefore not considered that a refusal of the scheme on parking grounds could be justified or sustained. The proposal is therefore considered to be acceptable on highway/pedestrian safety and parking grounds, according with all of the policies set out above.

Other Material Planning Considerations

Waste Management

9.46 The application sets out waste storage facilities, with bins positioned in the communal yard. These arrangements are acceptable in accordance with Dacorum's Refuse Storage Guidance Note (2015).

Contamination

9.47 Given that the site falls within a Former Land Risk Zone for ground contamination, the DBC Scientific Officer was consulted on the proposal, and asked to assess whether the proposal would be likely to have any adverse impacts on land contamination grounds. It is noted that they have raised no objections to the development on these grounds, subject to the inclusion of a condition requiring works to be suspended in the event that contaminated land is discovered during the construction process.

Response to Neighbour Comments

9.48 Twelve neighbour objections have been received, with the following material planning considerations raised as reasons for objecting to the scheme:

- The proposal would have an adverse impact on the residential amenity of neighbouring properties in terms of resulting in a significant loss of light, privacy and with respect to noise disturbance;
- The proposal fails to provide sufficient parking provision and would have adverse impacts on highway/pedestrian safety grounds; and
- The proposal would amount to the overdevelopment of the site.

9.49 The first two objections have been considered in detail during earlier sections of the report.

9.50 Whilst the proposed extensions/alterations to the building are noted to be significant in scale, it is not considered that the proposal would amount to the overdevelopment of the site, given that the site is considered to be sufficient in scale to accommodate all of the facilities required for four flats, (i.e. providing sufficient parking, bin storage and amenity space).

Community Infrastructure Levy (CIL)

9.51 Policy CS35 of the Core Strategy (2013) 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 1st July 2015. The application is CIL liable.

Chilterns Beechwoods Special Area of Conservation

9.52 The planning application is within Zone of Influence of the Chilterns Beechwoods Special Area of Conservation (CBSAC) but is outside the Zone of Exclusion. The Council has a duty under Conservation of Habitats and Species Regulations 2017 (Regulation 63) and Conservation of Habitats and Species (EU exit amendment) Regulations 2019 to protect the CBSAC from harm, including increased recreational pressures.

9.53 The application proposes the conversion of the existing dwellinghouse into four new flats. Given that three additional units would be created, it is considered that the proposal would increase recreational pressure on the CBSAC. The applicants will therefore be required to enter into a legal agreement to mitigate any harm to the CBSAC in accordance with the adopted Mitigation Strategy.

10. CONCLUSION

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

Condition(s) and Reason(s):

1. **The development hereby permitted shall begin before the 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 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:**

- all external hard surfaces within the site;
- other surfacing materials;
- means of enclosure;
- soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs; and
- minor artefacts and structures (e.g. refuse and bike storage units, etc.).

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

Any tree or shrub which forms part of the approved landscaping scheme which within a period of 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 similar species, size and maturity.

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

3. **Should any ground contamination be encountered during the construction of the development hereby approved (including groundworks), works shall be temporarily suspended, unless otherwise agreed in writing by the Local Planning Authority, and a Contamination Remediation Scheme shall be submitted to (as soon as practically possible) and approved in writing by, the Local Planning Authority. The Contamination Remediation Scheme shall detail all measures required to render this contamination harmless and all approved measures shall subsequently be fully implemented prior to the first occupation of the development hereby approved.**

Should no ground contamination be encountered or suspected upon the completion of the groundworks, a statement to that effect shall be submitted in writing to the Local Planning Authority prior to the first occupation of the development hereby approved.

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

4. **Prior to the first use of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan drawing number S-10 01 to a maximum of 5.4 metres (4 dropped kerbs and 2 risers) in accordance with HCC Dropped Kerb: Terms and Conditions. Prior to the first use**

of the development hereby permitted arrangement shall be made for surface water to be intercepted and disposed of separately so that it does not discharge onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (Adopted 2018).

5. **The new windows at ground and first floor level in the side elevation of the building facing towards neighbouring property 49 Belswains Lane hereby permitted shall be non-opening, (unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed), and permanently fitted with obscured glass with a minimum of privacy level three.**

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

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

Design and Access Statement by Windsorpatania Architects (dated 25th February 2023)

S-10 Rev 01

S-11 Rev 01

S-12 Rev 01

S-13 Rev 01

S-14 Rev 01

S-15 Rev 01

S-01 Rev 01

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 early engagement with the applicant at the pre-application stage which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

2. **CONTAMINATED LAND INFORMATIVE**

Informative: Identifying Potentially Contaminated Material

Materials or conditions that may be encountered at the site and which could indicate the presence of contamination include, but are not limited to: Soils that are malodorous, for example a fuel odour or solvent-type odour, discoloured soils, soils containing man-made objects such as paint cans, oil/chemical drums, vehicle or machinery parts etc., or fragments of asbestos or potentially asbestos containing materials. If any other material is encountered that causes doubt, or which is significantly different.

Informative: Introduction of Soft Landscaping or Amenity Areas

Any soils, whether imported or site-won, to be used in the provision of soft landscaping and amenity areas should be chemically suitable (un-contaminated) for the intended end use and meet the requirements of BS3882:2015 and BS8601:2013.

Informative:

The safe and secure occupancy of the site, in respect of land contamination, lies with the developer.

The above conditions are considered to be in line with paragraphs 174 (e) & (f) and 183 and 184 of the NPPF 2021.

Guidance on how to assess and manage the risks from land contamination can be found here <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>

3. ENVIRONMENTAL HEALTH INFORMATIVES

Working Hours Informative

Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.

As a guideline, the following hours for noisy works and/or deliveries should be observed: Monday to Friday, 7.30am to 5:30pm, Saturday, 8am to 1pm, Sunday and bank holidays - no noisy work allowed.

Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to Environmental and Community Protection Team ecp@dacorum.gov.uk or The Forum, Marlowes, Hemel Hempstead, HP1 1DN. Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.

Works audible at the site boundary outside these hours may result in the service of a Notice restricting the hours as above. Breach of the notice may result in prosecution and an unlimited fine and/or six months imprisonment.

Construction Dust Informative

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.

Waste Management Informative

Under no circumstances should waste produced from construction work be incinerated on site. This includes but is not limited to pallet stretch wrap, used bulk bags, building materials, product of demolition and so on. Suitable waste management should be in place to reduce, reuse, recover or recycle waste product on site, or dispose of appropriately.

Air Quality Informative

As an authority we are looking for all development to support sustainable travel and air quality improvements as required by the NPPF. We are looking to minimise the cumulative

impact on local air quality that ongoing development has, rather than looking at significance. This is also being encouraged by DEFRA.

As a result as part of the planning application I would recommend that the applicant be asked to propose what measures they can take as part of this new development, to support sustainable travel and air quality improvements. These measures may be conditioned through the planning consent if the proposals are acceptable.

A key theme of the NPPF is that developments should enable future occupiers to make "green" vehicle choices and (paragraph 35) "incorporates facilities for charging plug-in and other ultra-low emission vehicles". Therefore an electric vehicle recharging provision rate of 1 vehicle charging point per 10 spaces (unallocated parking) is expected. To prepare for increased demand in future years, appropriate cable provision should be included in the scheme design and development, in agreement with the local authority.

Please note that with regard to EV charging for residential units with dedicated parking, we are not talking about physical charging points in all units but the capacity to install one. The cost of installing appropriate trunking/ducting and a dedicated fuse at the point of build is miniscule, compared to the cost of retrofitting an EV charging unit after the fact, without the relevant base work in place.

In addition, mitigation in regards to NOx emissions should be addressed in that all gas fired boilers to meet a minimum standard of 40 mg NOx/Kwh or consideration of alternative heat sources.

Invasive and Injurious Weeds - Informative

Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at <https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants>

4. HIGHWAY INFORMATIVES

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

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

Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf.

Further information is available via the website:

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

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

Further information is available via the website:

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

AN 3) Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN 4) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

Further information is available via the website:

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

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Thames Water	<p>Thank you for consulting Thames Water on this planning application. Having reviewed the details, we have no comments to make at this time.</p> <p>Should the details of the application change, we would welcome the opportunity to be re-consulted</p>
Hertfordshire Highways (HCC)	<p>INITIAL COMMENTS</p> <p>This is an interim to obtain more information regarding the proposed dropped kerb as stated within drawing number S-10. Within the previous iteration of this scheme (reference 21/02407/FUL) it clearly illustrated 2 separate dropped kerbs which meets our maximum standard of 5.4 metres. However, within this iteration it appears to be</p>

unclear as to the size of the dropped kerb in relation to the existing dropped kerb on site. HCC Highways would not allow a dropped kerb greater than 5.4 metres as per our Dropped Kerbs and conditions. Therefore, this would need to be clarified in drawings before HCC Highways can make an informed recommendation.

ADDITIONAL COMMENTS

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

1) Prior to the first use of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan drawing number S-10 01 to a maximum of 5.4 metres (4 dropped kerbs and 2 risers) in accordance with HCC Dropped Kerb: Terms and Conditions. Prior to the first use of the development hereby permitted arrangement shall be made for surface water to be intercepted and disposed of separately so that it does not discharge onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Highway Informatives

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

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

Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the

work to be carried out on the applicant's behalf. Further information is available via the website:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

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

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Comments

The proposal is for the construction of a ground floor rear extension and first floor rear extension, conversion of existing property to 4no. flats. Construction of a dormer window at the front elevation and construction of a bow window at 51 Belswains Lane, Hemel Hempstead. Belswains

	<p>Lane is a 30 mph unclassified local access route that is highway maintainable at public expense.</p> <p>Vehicle Access The existing site has a single dropped kerb accessing onto Belswains Lane. This existing dropped kerb will be utilised in the proposal to accommodate 2 parking spaces. A new dropped kerb is proposed adjacent, but separate, to the existing dropped kerb to accommodate an additional 2 parking spaces . The new dropped kerb as stated within the design and access statement should be no greater than 5.4 metres consisting of 4 dropped kerbs and 2 risers. The two kerbs must be split by a single raised kerb as two risers must not meet. The dropped kerb must be implemented by a contractor who is authorised to work on public highway and has been chosen by HCC Highways -please see condition 1 and informative 1 above. Parking is a matter for the Local Transport Plan (LTP) and parking must conform to their standards. The development is unlikely to increase movement to and from the area a great deal. The proposal is offering secure cycle parking for the dwellings which enable occupants the opportunity to travel sustainably.</p> <p>Drainage The proposed new parking would need to make adequate provision for drainage on site to ensure that surface water does not discharge onto the highway. Surface water from the new driveway would need be collected and disposed of on site.</p> <p>Refuse / Waste Collection Provision would need to be made for an on-site bin-refuse store within 30m of each dwelling and within 25m of the kerbside/bin collection point. The collection method must be confirmed as acceptable by DBC waste management.</p> <p>Emergency Vehicles Access The proposed dwelling is within the recommended emergency vehicle access of 45 metres from the highway to all parts of the building. This is in accordance with the guidance in 'MfS', 'Roads in Hertfordshire; A Design Guide' and 'Building Regulations 2010.</p> <p>Conclusion HCC has no objections or further comments on highway grounds to the proposed development, subject to the inclusion of the above highway informatives and condition.</p>
<p>Natural England</p>	<p>NATURAL ENGLAND'S ADVICE OBJECTION - FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS ON DESIGNATED SITES - DEVELOPMENT WITHIN 12.6 KILOMETRES OF CHILTERN'S BEECHWOODS SPECIAL AREA OF CONSERVATION (SAC) WITHIN 12.6 KILOMETRES</p>

	<p>Between 500 metres to 12.6km from Chilterns Beechwoods SAC, a Habitats Regulations Assessment is required to determine Likely Significant Effect. Mitigation measures will be necessary to rule out adverse effects on integrity:</p> <ul style="list-style-type: none"> • Provision of Suitable Alternative Natural Greenspace (SANG) or financial contributions towards a strategic SANG. • Financial contributions towards the Strategic Access Management and Monitoring (SAMM) strategy. <p>Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. Please re-consult Natural England once this information has been obtained.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>CONTAMINATED LAND</p> <p>Having reviewed the documents submitted in support of the above application and the ECP Team records I am able to confirm that there is no objection to the proposed development.</p> <p>However, for the following reasons it will be necessary to recommend the below contaminated land discovery condition.</p> <ul style="list-style-type: none"> - The proposed change of use introduces additional dwellings to the site and proposes communal landscaped amenity space to the rear of the property following demolition of the substantial outbuilding that is currently present. - In addition to requiring groundworks the proposed development is introducing communal amenity space, which would present routes by which future residents might be exposed to any residual contamination. <p>Discovery Condition - Contaminated Land: Should any ground contamination be encountered during the construction of the development hereby approved (including groundworks), works shall be temporarily suspended, unless otherwise agreed in writing by the Local Planning Authority, and a Contamination Remediation Scheme shall be submitted to (as soon as practically possible) and approved in writing by, the Local Planning Authority. The Contamination Remediation Scheme shall detail all measures required to render this contamination harmless and all approved measures shall subsequently be fully implemented prior to the first occupation of the development hereby approved.</p> <p>Should no ground contamination be encountered or suspected upon the completion of the groundworks, a statement to that effect shall be</p>

submitted in writing to the Local Planning Authority prior to the first occupation of the development hereby approved.

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

Informative: Identifying Potentially Contaminated Material

Materials or conditions that may be encountered at the site and which could indicate the presence of contamination include, but are not limited to: Soils that are malodorous, for example a fuel odour or solvent-type odour, discoloured soils, soils containing man-made objects such as paint cans, oil/chemical drums, vehicle or machinery parts etc., or fragments of asbestos or potentially asbestos containing materials. If any other material is encountered that causes doubt, or which is significantly different

Informative: Introduction of Soft Landscaping or Amenity Areas

Any soils, whether imported or site-won, to be used in the provision of soft landscaping and amenity areas should be chemically suitable (uncontaminated) for the intended end use and meet the requirements of BS3882:2015 and BS8601:2013.

Informative:

The safe and secure occupancy of the site, in respect of land contamination, lies with the developer.

The above conditions are considered to be in line with paragraphs 174 (e) & (f) and 183 and 184 of the NPPF 2021.

Guidance on how to assess and manage the risks from land contamination can be found here <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>

ENVIRONMENTAL HEALTH

With reference to the above planning application and our subsequent telephone conversation, please be advised Environmental Health would have no objections in principal re noise, however, I would like to re-iterate comments made by the previous officer under reference 21/02407/FUL:

No objections in principle.

I would recommend a noise condition be attached to any permission granted to protect future occupiers from road traffic noise noting

proximity to Belswains Lane. In effect we would expect appropriate sound protection measures to be incorporated in the development to ensure an adequate level of amenity for residents alongside consideration for how the property can be suitably ventilated, by alternative means of necessary.

Suggested Condition - internal noise

No development shall take place until a ventilation strategy has been submitted for the approval of the LPA to suitably protect likely future occupiers of new housing from exposure to road transportation noise ingress in conjunction with adequate ventilation and mitigation of overheating.

The ventilation strategy should address, but is not restricted to, how:

- The ventilation strategy impacts on the acoustic conditions and through the provision of any Mechanical Ventilation and Heat Recovery system to ensure this does not compromise the internal sound levels achieved by sound insulation of the external façade
- Service and maintenance obligations for the MVHR
- The strategy for mitigating overheating impacts on the acoustic condition and which includes a detailed overheating assessment to inform this.
- Likely noise generated off-site through the introduction of mechanical ventilation, its impact on existing neighbours and any measures to be made to eliminate noise.

The strategy shall be compiled by appropriately experienced and competent persons. The approved ventilation strategy shall be implemented prior to first occupation and retained thereafter.

Policy CS32 - any development proposals which could cause harm from a significant increase in pollution (into the air, soil or any water body) by virtue of the emissions of fumes, particles, effluent, radiation, smell light, noise or noxious substances, will not be permitted.

Additionally, I would recommend the application is subject to informatives for waste management, construction working hours with Best Practical Means for dust, air quality and Invasive and Injurious Weeds which we respectfully request to be included in the decision notice.

Working Hours Informative

Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.

As a guideline, the following hours for noisy works and/or deliveries should be observed: Monday to Friday, 7.30am to 5:30pm, Saturday, 8am to 1pm, Sunday and bank holidays - no noisy work allowed.

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Construction Dust Informative

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Waste Management Informative

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As an authority we are looking for all development to support sustainable travel and air quality improvements as required by the NPPF. We are looking to minimise the cumulative impact on local air quality that ongoing development has, rather than looking at significance. This is also being encouraged by DEFRA.

As a result as part of the planning application I would recommend that the applicant be asked to propose what measures they can take as part of this new development, to support sustainable travel and air quality improvements. These measures may be conditioned through the planning consent if the proposals are acceptable.

	<p>A key theme of the NPPF is that developments should enable future occupiers to make "green" vehicle choices and (paragraph 35) "incorporates facilities for charging plug-in and other ultra-low emission vehicles". Therefore an electric vehicle recharging provision rate of 1 vehicle charging point per 10 spaces (unallocated parking) is expected. To prepare for increased demand in future years, appropriate cable provision should be included in the scheme design and development, in agreement with the local authority.</p> <p>Please note that with regard to EV charging for residential units with dedicated parking, we are not talking about physical charging points in all units but the capacity to install one. The cost of installing appropriate trunking/ducting and a dedicated fuse at the point of build is miniscule, compared to the cost of retrofitting an EV charging unit after the fact, without the relevant base work in place.</p> <p>In addition, mitigation in regards to NOx emissions should be addressed in that all gas fired boilers to meet a minimum standard of 40 mg NOx/Kwh or consideration of alternative heat sources.</p> <p>Invasive and Injurious Weeds - Informative Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants</p>
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour	Contributors	Neutral	Objections	Support
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Consultations				
14	12	0	12	0

Neighbour Responses

Address	Comments
42 Belswains Lane Hemel Hempstead Hertfordshire HP3 9PW	<p>My objection for the plan to convert 51, Belswains Lane into flats are as follows.</p> <p>The site is too small for the proposed development and would be grossly over developed, The area in which this property is situated is one of the few roads that have detached family '1930' houses. To lose this property to conversion into flats for which there are thousands in the area is detrimental to the housing stock available.</p> <p>The parking issue is not solved by the limited parking or bike spaces as there is already parking wars, in fact people have been threatened by who ever lives there at the moment. The survey is null and void as it doesn't take into account of the new parking restrictions in the areas. The fact that we have new parking restrictions would indicate the parking problems we have.</p> <p>From looking at the new plans there are increased windows and doors on the elevation that faces Belswains Lane all of the windows and doors look down into my property. At the moment I have two windows looking into me, to be increased to six with all rooms with direct views into my house making me feel like I would be living in a goldfish bowl. The design is for a kitchen-dinning-lounge all overlooking and into my house from both flats 1 and 3. This is an infringement of my privacy!</p> <p>Outside space for the occupants is so limited it is totally impractical did we learn nothing from lock down. The area along side Belswains Lane, corner of Belmont Road is not a place anyone would want to sit breathing in fumes from traffic and the only view being into my house. The other outdoor space is running along the fence line of number 49's garden where children play not a suitable place for adults to socialise, smoke, drink and create noise.</p> <p>The restrictions of how many tenants allowed to live there is totally unenforceable as we learnt by number 38, Belswains Lane was rented to a family of three but was inhabited by between 18-20 people who stood outside the front of the property every night swearing, shouting, smoking, intoxicated and wondering all over the neighbours drives walking down the side of my house shouting on their phones making the dog's bark adding to the noise. They made so much rubbish the binmen wouldn't take it, the rats moved in. When the courts finally evicted them there was 15 double mattresses taken from the property. We still have the rat problem they left behind. Can you guarantee this won't happen again, as potentially so many more people could be crammed into these flats.</p> <p>My suggestion is to leave it alone and make it into a family house which is so needed in the area.</p>

<p>49 Belswains Lane Hemel Hempstead Hertfordshire HP3 9PW</p>	<p>I am writing on behalf of x (who cannot access this online) and wish to object on the grounds that the rear wall of the out property is attached to their extension and therefore knocking down this structure will impact their property.</p> <p>I strongly object to this proposal on the following grounds:</p> <ol style="list-style-type: none"> 1. Right to light - This proposal seeks to build new developments next to our property. The way that the planning is designed would create a serious impact on the light that would be available into our living room as this would mean that our driveway would become fully overlooked by their property and with this being an east facing window and the current position of the property already cutting out a large amount of light for our living space as it would overshadow our property and thus mean that no natural light would be allowed in. Whilst it is true that this room has a dual aspect, the value in light amenity terms of this is largely eradicated due to the fact that the rear window is north facing and looks out to a conservatory. The cumulative effect of the above is that this room will lose an unacceptable degree of light and be overshadowed. You will note that the land upon which the proposals would be constructed is higher than that of my our property. The proposals would create an undue adverse effect on the amenity of our side lounge and should not be consented. Is it possible to ask applicants for a light and overshadowing assessment, we would afford access to our property to facilitate this. 2. Right to privacy - Furthermore, the development seeks to place 7 new windows on that side of the new development which faces our property. This would allow the new rear property access to look straight into our living room as well as the upstairs window looking straight into our bathroom and landing. Any windows on this side of the property would give direct access into our house and make it incredibly uncomfortable to enjoy our own home as it would severely impact on our privacy. Whilst these are proposed to be frosted there is nothing stopping whoever moves into the house from changing these windows in the future. It is also worth noting, that one of these windows will open onto our extension wall. I note that the previous application actually had fewer windows on this side compared to the current application. 3. Right to Access - It is right to draw your attention to the very narrow gap, which exists currently between the boundary fence separating Nos. 49 and 51 (of the order of roughly 50cm but this is not clear on the plans). We have previously been allowed access to the neighbouring property to carry out any maintenance to the boundary wall of our kitchen. In the future if these proposals were consented, the proposals would come right up to the boundary and it would not be possible for either side to get into the space for any maintenance of the flank walls or either property. Again we would be happy to afford access to the neighbours, but it will be physically impossible for any maintenance to occur. I suggest that as a matter of good land use planning, there should be at least a one - metre gap. Therefore any development next door ought to be situated slightly further away from the boundary. 4. Character of the property - This property will not match the other properties on Belswains Lane which are single occupancy family
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	<p>homes and are all set back from the road on this side. This would not be in keeping and the look would be out of place and out of character amongst the other period properties on the road.</p> <p>5. Noise and Disturbance - This property will now become 4 properties which will significantly increase the number of people within the property. This will have an obvious impact on the noise that is produced from the house and garden.</p> <p>6. Damage to our property - In addition to this the proposal seeks to knock down a retaining wall from the current workshop in the garden which is currently the boundary wall for our garden and actually supports our garden as our garden is above the land that number 51 sits upon and therefore amending this will have an impact on the structural stability of our garden. This wall is also a supporting wall for an extension that is built at the end our garden (number 3 Belmont). Our garden rises towards the rear and therefore to protect the integrity of our garden this wall would need to be left in place.</p> <p>7. Traffic - Furthermore, the expectation that 4 new properties can be added will add to the congestion on a corner that has already been deemed so dangerous by the council that the outside of this property on Belswains Lane and around the corner into Belmont Road will be a double yellow line. Adding in space for 4 cars will mean that any other cars for the occupants of the property will therefore be outside of the houses surrounding and as this is a road leading to a primary school this adds further congestion and danger to the local area as more parking will be done on the roads and pavements blocking access. There is already additional traffic caused by the tattoo shop and the convenience store and this will only add to this.</p> <p>This proposal in its current form will have a serious detrimental impact on the quality of life in our property, the right to privacy and the right to light. Adding a second floor to the property at the rear is unnecessary and will only cause a negative impact on our lives. It would be far better for the property to be converted into living accommodation for a family or if necessary into an upstairs and a downstairs property.</p> <p>Further to our previous objection there has been no planning notice placed on public display around the property which is in violation of planning guidelines as this is the duty of the applicant to place this on public display to advise neighbours and interested parties.</p>
<p>11 Belmont Road Hemel Hempstead Hertfordshire HP3 9NZ</p>	<p>Parking on Belmont and Glebe Roads and Belswaine Lane are already heavily used by people who do not reside on the immediate part of these road. Increasing the number of homes at the corner or Belswaine Lane and Belmont Road would only increase difficulty for residents to park near to or outside their home. Having a dropped pavement doesn't exempt you from inconsiderate drivers blocking you in with a small amount of space to manoeuvre your car off your drive.</p> <p>There is already a block of flats at the end of Belmont Road that only has space for 1 vehicle per apartments so those residence living there with more than 1 car are already taking up spare spaces that are available.</p>

	<p>There are already many estates being erected across the borough and several recently in the Apsley area. I feel that building a family home would keep in line with the majority of homes on Belmont Road and Belswaine Lane and would manage the number people and cars.</p> <p>Parking on Belmont and Glebe Roads and Belswaine Lane are already heavily used by people who do not reside on the immediate part of these road. Increasing the number of homes at the corner or Belswaine Lane and Belmont Road would only increase difficulty for residents to park near to or outside their home. Having a dropped pavement doesn't exempt you from inconsiderate drivers blocking you in with a small amount of space to manoeuvre your car off your drive.</p> <p>There is already a block of flats at the end of Belmont Road that only has space for 1 vehicle per apartments so those residence living there with more than 1 car are already taking up spare spaces that are available.</p> <p>There are already many estates being erected across the borough and several recently in the Apsley area. I feel that building a family home would keep in line with the majority of homes on Belmont Road and Belswaine Lane and would manage the number people and cars.</p>
<p>2 Glebe Close Hemel Hempstead Hertfordshire HP3 9PA</p>	<p>The case officer needs to take into consideration the following: The Parking Stress Survey associated with a previous application wants to be more representative of road safety issues and reflective of the true parking congestion that has arisen and evolving in this part of Belmont Road/Belswains Lane as well as the prevailing overspill into Glebe Close.</p> <p>Primary area of concern relates to the continuing safety risks for motorists entering Belmont Road from Belswains Lane and then pedestrians who are adversely impacted by significant increase in cars in Belswains Lane who now rely on parking on the pavements making them regularly inaccessible for pedestrians. The remodelled bus stop as well as the two shop units, one without obvious accessible parking, have all added to the complexity and risks around this stress point of Belmont Road/Belswains Lane.</p> <p>A development of this nature, possibly HOMs, adds the potential for additional parking congestion in this particular area, and being on top of expansive development already undertaken in this part of Belmont Road would force overspill back onto Belswains Lane and up Belmont Road, adding additional stress to the capacity available in Glebe Close for Belswains Lane/Belmont Road residents already seemingly forced to park there.</p> <p>Parking measures supposedly in the pipeline will add to this stress. Traffic measures never previously required in Belmont Road and Glebe Close are likely reaching their own current limits and are perhaps no longer fit for purpose.</p>
<p>3 Glebe Close Hemel Hempstead Hertfordshire HP3 9PA</p>	<p>This development is oversize for the land area and no provision for parking we are already having parking problems in our close with residents not being able to park</p>

<p>57 Belswains Lane Hemel Hempstead Hertfordshire HP3 9PP</p>	<p>My household objects to the latest planning permission for 51 belswains lane. The property currently is a large semi detached house, if it was to be renovated and kept as one, there would be no issues however, turning the location into 4 flats would not only cause disruption to all neighbours during building, the parking situation is not adequate with the road already heavily overfilled with parking from other residents, the property also concerns me as one of the proposed flats would overlook directly into my garden, with a young child I worry about her privacy. The road is extremely busy and the disruption of this building would cause a significant disruption to neighbours day to day life's. We have several HMO properties on belswains lane all with no issues as they have done no major building works and all have sufficient parking. This location can not handle the amount of cars , the apsley wharf down the road should be enough to show most houses have two cars. The property being extended would also cause privacy issues to neighbours opposite to the road. The loss of light with the rear extension to the property would affect my property. I object and hope they can find a new solution to the property.</p>
<p>47 Belswains Lane Hemel Hempstead Hertfordshire HP3 9PW</p>	<p>Although the proposed plans indicate that the building changes themselves are more sympathetic to privacy, light levels and general appearance than previous applications, the application is objected to on the following points:</p> <p>The proposed change of use and extension into 4 self-contained flats represents an almost quadrupling of the number of occupants in the same plot size. This would represent an over-development of this plot in relation to the plots and surrounding area.</p> <p>This development would dramatically increase the density of habitation in an already congested area and result in increased noise, pollution and degradation of quality of life to existing residents and occupiers of the proposed apartments.</p> <p>The plans indicate allocated parking for 3 vehicles (less than an average of 1 per apartment). In the section on Impact on Residential Amenity , there is mention that under the Parking Standards SPD a standard of 5.75 spaces would be required (as these are Allocated Spaces) - however it does not consider an additional 0.2 spaces per flat mentioned in the Parking Standards SPD as provision for visitors if all onsite spaces are Allocated and there are no Unallocated. Although this would only add one additional space than that considered in the application and Survey (total of 7) there is little or no consideration for parking for visitors with 4 separate households where there was originally only one household.</p> <p>The Parking Survey undertaken as part of this application focuses on percentage density of available parking spaces - it does not allow for proposed changes by Highways to parking restrictions around the Belswains Lane and Belmont Road junction nor the current consultation on removing the ability to park on the north side of Belswains Lane - both of these will reduce significantly the 'available' parking spaces. Further, the report does not consider any human behaviours and looks at the finite number of spaces and not where these spaces are or how existing parking is utilised. Further there seems to be no surveyed analysis of sight-lines, pedestrian safety, obstruction of pavements and safe access to and from driveways for existing residents.</p>

Parking is limited or virtually non-existent at times as existing residents around Belmont Road and Glebe Close will tell you - particularly in Glebe Close which suffers greatly in over-parking and access limitations. In a previous survey it mentions illegal parking and parking in front gardens where there is a full kerb - indicative of the true problems with traffic and parking in the area. Belswains Lane is already a dangerous area for traffic and parking with many incidents involving damage to stationary vehicles due to heavy traffic trying to pass at peak times during the day. Also Belswains Lane has always been a secondary route for emergency vehicles to gain access to areas otherwise subject to delay if trying to use the main London Road to access them eg Nash Mills, Kings Langley etc).

Commuter times and weekends are most problematic with inconsiderate parking particularly in the first 100m of Belmont Road bordering the plot and opposite side of the carriageway. Customers at the shops often park for short or extended periods as the parking outside the shop is limited to a maximum of two spaces on Belswains Lane. This creates limited sight-lines and often dangerous situations when using the junction and approaches. Even the relatively small increase in parking and traffic this application would create would further exacerbate the situation.

The expansion of a single household into four also puts additional strain on the amenities in the area. The Impact section mentions the lack of recreational space on the plot itself for the four households is offset by local amenities including the park and field adjacent Durrants Hill and the Grand Union Canal. Both of these locations have seen a dramatic increase in footfall during the last 3-4 years as the developments in Ebbens Road, Frogmore Road and Rose Lane have added hundreds of people and families to the area. The use of these facilities has further increased as a result in lifestyle change during the Covid-19 pandemic and has been sustained as restrictions relax. There is another new development on Two Waters Road adjacent the main junction which will again add a significant number of households to this list.

Although the proposed plans indicate that the building changes themselves are more sympathetic to privacy, light levels and general appearance than previous applications, the application is objected to on the following points:

The proposed change of use and extension into 4 self-contained flats represents an almost quadrupling of the number of occupants in the same plot size. This would represent an over-development of this plot in relation to the plots and surrounding area.

This development would dramatically increase the density of habitation in an already congested area and result in increased noise, pollution and degradation of quality of life to existing residents and occupiers of the proposed apartments.

The plans indicate allocated parking for 3 vehicles (less than an average of 1 per apartment). In the section on Impact on Residential Amenity, there is mention that under the Parking Standards SPD a

standard of 5.75 spaces would be required (as these are Allocated Spaces) - however it does not consider an additional 0.2 spaces per flat mentioned in the Parking Standards SPD as provision for visitors if all onsite spaces are Allocated and there are no Unallocated. Although this would only add one additional space than that considered in the application and Survey (total of 7) there is little or no consideration for parking for visitors with 4 separate households where there was originally only one household.

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development on Two Waters Road adjacent the main junction which will again add a significant number of households to this list.

Although the proposed plans indicate that the building changes themselves are more sympathetic to privacy, light levels and general appearance than previous applications, the application is objected to on the following points:

The proposed change of use and extension into 4 self-contained flats represents an almost quadrupling of the number of occupants in the same plot size. This would represent an over-development of this plot in relation to the plots and surrounding area.

This development would dramatically increase the density of habitation in an already congested area and result in increased noise, pollution and degradation of quality of life to existing residents and occupiers of the proposed apartments.

The plans indicate allocated parking for 3 vehicles (less than an average of 1 per apartment). In the section on Impact on Residential Amenity, there is mention that under the Parking Standards SPD a standard of 5.75 spaces would be required (as these are Allocated Spaces) - however it does not consider an additional 0.2 spaces per flat mentioned in the Parking Standards SPD as provision for visitors if all onsite spaces are Allocated and there are no Unallocated. Although this would only add one additional space than that considered in the application and Survey (total of 7) there is little or no consideration for parking for visitors with 4 separate households where there was originally only one household.

The Parking Survey undertaken as part of the previous application has broadly followed the standards outlined in the Parking Standards SPD but has not adhered to certain recommendations in particular Appendix C Section 7 it states: "Surveys should not be undertaken: in weeks that include Public Holidays and school holidays and it is advised that weeks preceding, and following holidays should also be avoided" Although weeks preceding and following holidays should be avoided, the survey took place in the week immediately preceding the two week Easter Break of Hertfordshire schools. As this was not long after Covid travel restrictions were lifted then a lot of local residents who would normally use this for parking are absent due to vacation. The Standards suggest times overnight during mid-week "when the highest number of residents are at home" which the Survey has adopted but this is not representative of the true parking issues which most frequently exist in the area surveyed. Its also rather an out-dated parameter given changes in work patterns including shift work and working away. Parking is limited or virtually non-existent at times as existing residents around Belmont Road and Glebe Close will tell you - particularly in Glebe Close which suffers greatly in over-parking and access limitations. In fact the Survey itself mentions illegal parking and parking in front gardens where there is a full kerb - indicative of the true problems with traffic and parking in the area.

Belswains Lane is already a dangerous area for traffic and parking with many incidents involving damage to stationary vehicles due to heavy

	<p>traffic trying to pass at peak times during the day. Also Belswains Lane has always been a secondary route for emergency vehicles to gain access to areas otherwise subject to delay if trying to use the main London Road to access them eg Nash Mills, Kings Langley etc).</p> <p>Commuter times and weekends are most problematic with inconsiderate parking particularly in the first 100m of Belmont Road bordering the plot and opposite side of the carriageway. Customers at the shops often park for short or extended periods as the parking outside the shop is limited to a maximum of two spaces on Belswains Lane. This creates limited sight-lines and often dangerous situations when using the junction and approaches.</p> <p>The photographs, although a record of the days of the survey, do not give an accurate picture. Traffic and parking remain key issues on Belswains Lane, Belmont Road and Glebe Close. Residents of the area will confirm this as will our local councillors and PCSO who have been contacted on a number of occasions. Even the relatively small increase in parking and traffic this application would create would further exacerbate the situation.</p> <p>Combined with proposals to make the single line parking restrictions on the corner of Belswains Lane and Belmont Road into double lines and a consultation on removing parking on the North side of Belswains from Lawn Lawn possibly as far as Barnacres, this will increase parking pressure on side roads such as Belmont Road and Glebe Close.</p> <p>The expansion of a single household into four also puts additional strain on the amenities in the area. The Impact section mentions the lack of recreational space on the plot itself for the four households is offset by local amenities including the park and field adjacent Durrants Hill and the Grand Union Canal. Both of these locations have seen a dramatic increase in footfall during the last 3-4 years as the developments in Ebbens Road, Frogmore Road and Rose Lane have added hundreds of people and families to the area. The use of these facilities has further increased as a result in lifestyle change during the Covid-19 pandemic and has been sustained as restrictions relax. There is another new development on Two Waters Road adjacent the main junction which will again add a significant number of households to this list.</p>
<p>18 Belmont Road Hemel Hempstead Hertfordshire HP3 9NZ</p>	<p>Parking is one of the issues. Belmont Road and Glebe Close are already adversely affected by parking issues, with residents from Belswains Lane parking their cars on Belmont Road and Glebe Close. Furthermore, commuters from Apsley regularly park their cars in the morning on these roads and walk to the station.</p> <p>Allowing only 4 parking spaces for 4x2 bedroom flats is likely to be inadequate. The evidence of the canal-side development and the subsequent parking issues on Red Lion Road due to insufficient parking provision would illustrate that.</p> <p>Moreover, as the developer already has HMO's in the locality, the balance of probability suggests that he will do the same with this property, making the provision of one parking space insufficient.</p>

	<p>The Lambeth Survey results of a 32% parking stress, attached to the application, do not reflect the proposed double yellow lines the Council plan to implement at the corners of Belswains Lane and Belmont Road. The knock-on effect of this will have a further negative impact on parking on Belmont Road. Already, parked vehicles restrict access to the pavement on one side of Belmont Road, with vehicles parking half-on and half-off the roadway. This would only further increase were the development to go ahead.</p> <p>One existing property with potentially four families or if an HMO, 6-8 'bodies'. The medical facilities locally, including NHS dentists and doctors, are already impossibly stretched. Has any thought been given to this and why isn't it reflected in the proposal?</p>
<p>5 Belmont Road Hemel Hempstead Hertfordshire HP3 9NZ</p>	<p>The Patels residing at Number 5 Belmont Road object to the development plan as proposed for 51 Belswains Lane. Objection is based on the property dimensions being oversized affecting the parking provision which is not sufficient enough for the site. Furthermore there is an existing problem with parked cars and traffic on the corner of Belmont Road and Belswains Lane and we believe this will only worsen with the development. Cars are often parked on the pavement outside the shop - this makes it hard to pull out of Belmont road and on to Belswains Lane. Cars often park on the spaces outside the proposed property just inside the junction of Belmont road (on the yellow lines). This makes turning on to Belmont from Belswains hard. As a parent that often walks with a buggy and another child down Belmont Road, it is so very dangerous crossing anywhere near that junction - having to walk on to the road because the pavement is blocked, having to squeeze between parked cars to cross the road, having crossing visibility obscured by the various parked cars.</p>
<p>35 Glebe Close Hemel Hempstead Hertfordshire HP3 9PA</p>	<p>I am objecting to the proposed conversion of 51 Belswains Lane into 4 flats and construction of a ground and first floor rear extension for the following reasons. I have lived in Glebe Close for 31 years and Experience the difficulties of access of this area. I know that there are parking disputes in Belswains lane because each family has at least 2 cars and there are inadequate parking spaces in the road. As a consequence many residents park at the bottom of Glebe Close which makes it dangerous and difficult to pull in or out of the Close.</p> <p>At the bottom of Belmont Road people park on double yellow lines and straddle the pavement with their cars to visit Bells Minimart and the Tadoo shop. This obstructs the visibility of a driver trying to pull out of Belmont Road and the pavement parked cars make it dangerous for pedestrians , the disabled and mothers with prams to cross the road.</p> <p>I understand the plans show the construction of 4 parking spaces, but if each flat houses one couple that will mean 8 cars to park in 4 spaces ! The plans show the creation of 2 large windows facing Belswains lane and 2 facing Belmont Road which will overlook the houses on Belmont road and directly into the gardens of some houses in Belmont road. Please rethink this application.</p>
<p>8 Belmont Road Hemel Hempstead</p>	<p>Inadequate parking provision.</p>

<p>Hertfordshire HP3 9NZ</p>	<p>This is an oversized property and the parking is not sufficient for the site. Belmont Road and Glebe Close already have a problem people parking in the area who do not live in the road. Residents with more than 1 car living on Belswains Lane park up Belmont Road and into Glebe Close that it makes it difficult to find a parking space outside my own house. The proposed property has 4 car parking spaces for 4 double flats. This means that there could be 8 cars with only half the required parking causing more parking problems. Many times, people have parked across our drive or back gate and we have not been able to access our access.</p> <p>Loss of parking With only 4 spaces available in the proposal, more cars will park in the road and Glebe Close, making it very difficult for the people living in the road and their visitors to park when coming home from work or visiting.</p> <p>Increase in traffic The visibility at the junction of Belmont Road and Belwains Lane is already problematic and having more cars pull out near the junction and across from the other shop will cause more obstructions. Traffic (due to parking on the corner) means that cars pull across to the otherside of the road and cause problems for oncoming traffic.</p> <p>General dislike of proposal There are already thousands of new flats being built around the Aplsey and Hemel area. The road does not need flats being built at the bottom of it. A family home instead would ease the traffic and help families join the area.</p> <p>The drains along Belswain Lane cannot cope with the rain fall we have been having recently and 4 more double flats will have a detrimental effect on the drainage and water facilities of the road.</p> <p>Close to adjoining properties. It is also very close to the neighbouring houses on both Belswain and Belmont Road and will cause shading/shadowing in their gardens and into their houses making them very dark.</p> <p>Increase pollution More cars, more residents will cause more pollution. There will be more cars waiting to pull ou0 or pull into the road, leaving particulates and smog in the area.</p>
<p>42 Belmont Road Hemel Hempstead Hertfordshire HP3 9NY</p>	<p>My household object to this planning request. There is already a problem with parked cars and traffic on the corner of Belmont Road and Belswains Lane, and this development would only worsen it. Cars are often parked on the pavement outside the shop - this makes it hard to pull out of Belmont road and on to Belswains Lane. Cars often park on the spaces outside the proposed property just inside the junction of Belmont road (on the yellow lines). This makes turning on to Belmont from Belswains hard. As a parent that often walks with a buggy and another child down Belmont Road, it is so very dangerous crossing anywhere near that junction - having to walk on to the road because the pavement is blocked, having to squeeze between parked cars to cross the road, having crossing visibility obscured by the various parked</p>

	<p>cars. Additionally, I was involved in a car accident when turning right on to Belmont Road from Belswains Lane in early November 2021. I was hit from behind after having to do an emergency stop because a car coming down Belmont Road decided to use the wrong side of the road (the side that I was pulling in to to drive up Belmont Road) as they were blocked by cars parked around the junction. I am aware of other examples of similar accidents happening.</p>
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