

ITEM NUMBER:

24/00510/RET	Retrospective Planning Application for Double Garage, Walls, Driveway, Access and Engineering Works	
Site Address:	35 Belswains Lane, Hemel Hempstead, Hertfordshire, HP3 9PW	
Applicant/Agent:	Gill-Hudson Homes	Mrs Magda Adeyemi
Case Officer:	Lois-May Chapman	
Parish/Ward:	Hemel Hempstead (No Parish)	Bennetts End
Referral to Committee:	Call in by Councillor Pete Hannell – highway safety concern	

1. RECOMMENDATION

That planning permission be GRANTED.

2. SUMMARY

2.1 The application site is located within a residential area of Hemel Hempstead, where the proposed development of the double garage is acceptable in principle, in accordance with Policies CS1 and CS4 of the Dacorum Borough Core Strategy (2013).

2.2 The overall size, scale, and design of the double garage, walls, driveway, access and alteration to ground levels are acceptable and are not considered to harm the character or appearance of the property or the wider street scene/area. Given that the garage is located beyond the rear elevation of the property, it is expected to have any significant adverse impacts on the residential amenity of neighbouring properties by being visually overbearing or resulting in a loss of light or privacy.

2.3 Furthermore, it is not considered that the garage would have an adverse impact on the road network or create significant parking stress in the area.

2.4 Given all of the above, the proposal is concluded to comply with the National Planning Policy Framework (2023), Policies CS1, CS4, CS8, CS11, and CS12 of the Dacorum Borough Core Strategy (2013), as well as 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 is located within a residential area of Hemel Hempstead and sits on the north-eastern side of Belswains Lane and comprises of a two storey detached dwelling.

4. PROPOSAL

4.1 Retrospective planning permission is sought for a double garage which is set back from the highway and located on the south-eastern boundary. The garage measures 4.075 meters at its highest point (roof ridge), 5.5 meters in width, and 5.6 meters in length. Additionally, walls starting at the dwelling's access and running toward the garage measure approximately 1.2 meters at their highest point. The application also includes the addition of hardstanding to the site, the widening of the existing access, and engineering works that slightly raise the ground level. As this is a retrospective application, details of the increase in ground level have not been obtained.

5. PLANNING HISTORY

Planning Applications:

24/00554/FUL - Proposals for two new detached two-storey four-bedroom homes with private gardens, cycle stores, bin stores , associated garaging and parking spaces.

REF - 20th June 2024

Appeals: None

Enforcement Case:

E/23/00492/NPP

6. CONSTRAINTS

CIL Zone: CIL3

Former Land Use (Risk Zone):

Heathrow Safeguarding Zone: LHR Wind Turbine

Parish: Hemel Hempstead Non-Parish

RAF Halton and Chenies Zone: Yellow (45.7m)

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

Residential Character Area: HCA18

Parking Standards: New Zone 3

Town: Hemel Hempstead

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (2023)

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

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

Relevant Policies:

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

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

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

Appendix 3 – Layout and Design of Residential Areas
Appendix 7 – Small-scale House Extensions

Supplementary Planning Guidance/Documents:

Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2022)
Accessibility Zones for the Application of Car Parking Standards (2020)
Planning Obligations (2011)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (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 is situated within a designated residential area of the town of Hemel Hempstead. Policy CS1 of the Core Strategy (2013) guides new development towards Hemel Hempstead, stating that this area of the Borough will be the focus for new jobs, homes and development. Furthermore, Policy CS4 of the Core Strategy (2013) states that residential development is acceptable in designated residential areas.

9.3 Given the above policies, the garage for an existing residential dwelling in this location is acceptable in principle in accordance with the above policies subject to a detailed assessment of its impact.

Quality of Design / Impact on Visual Amenity

9.4 Chapter 12 of the National Planning Policy Framework emphasises the importance of good design in context and, in particular, paragraph 139 states that development which is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design taking into account any local design guidance and supplementary planning documents. Dacorum's Core Strategy Policies CS11 (Quality of Neighbourhood Design) and CS12 (Quality of Site Design) state that development within settlements and neighbourhoods should preserve attractive streetscapes; integrate with the streetscape character and respect adjoining properties in terms of scale, height, bulk and materials.

9.5 Belswains Lane features a diverse range of dwellings in terms of size, scale, architectural style, and materials. The sloping nature of the land along this section results in properties being situated on elevated ground, contributing to the distinctive character of the streetscape.

9.6 The garage is set back from highway and is within close proximity of the south-eastern boundary beyond the rear elevation of the main dwelling, and sits on the boundary shared with No. 37. This garage is a single-storey structure, modest in scale, and measures approximately 4.075 meters at its highest point (roof ridge). The elevation facing the highway features a single garage door, with an additional door located at the rear of the structure. Although the recent removal of existing trees and bushes, which were not subject to Tree Preservation Orders (TPOs), has made

the garage more visible from the public domain, its setback position ensures it does not dominate the streetscene. The increased visibility due to the lack of screening is noted, but it is not considered to be detrimental to the overall appearance of the area.

9.7 The main dwelling at No. 35 is finished in white render, whereas the garage is constructed of red brick. Despite this difference in materials, Belswains Lane is characterised by a diverse array of building materials. As a result, the garage, while not matching the existing dwelling, does not appear out of character within the context of the street.

9.8 Additionally, the garage is not considered overly bulky in terms of its height and scale. While detached garages are not typically characteristic of Belswains Lane, the setback of this particular garage allows it to be assessed as an outbuilding. This is consistent with the presence of other outbuildings located beyond rear elevations within the area. To further mitigate its impact on the streetscene, a soft landscaping condition will be added. This landscaping will help reduce the visual impact of the garage, allowing it to blend more harmoniously with its surroundings and enhance the overall aesthetic of the area.

9.9 The walls located at the front of the dwelling, the engineering works which appear to have slightly increased the land levels, and the introduction of hard standing and the widening of the existing access are also not considered to be detrimental to the character of the area. Whilst noted the introduction of these elements do alter the overall appearance of the site. These changes still considered being in keeping with the diverse architectural styles and materials present along Belswains Lane, notably several properties have large amounts of hardstanding and retaining walls. The modifications complement the existing streetscape and do not adversely affect the overall visual harmony of the area.

9.10 In summary, the garage, due to its single-storey design, modest scale, and setback position, does not dominate the streetscene despite its increased visibility following the removal of screening vegetation. The diverse range of materials used in the area means that the differing materials of the garage and main dwelling do not appear out of character. Furthermore, with the implementation of a soft landscaping condition, the visual impact of the garage will be further minimised, ensuring it integrates well with its surroundings. Similarly, the front walls, slight elevation changes due to engineering works, and new hard standing and access opening all harmonise with the existing character of Belswains Lane.

9.10 It is concluded that the proposals respect the existing dwelling house and the character and appearance of the surrounding area, and as such comply with Policies CS11 and CS12 of the Dacorum Borough Core Strategy and Saved Appendix 7 of the Local Plan.

Impact on Residential Amenity

9.11 The NPPF outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013), seek to ensure that new development does not result in detrimental impact upon neighbouring properties and their amenity space. Thus, the proposal should be designed to reduce any impact on neighbouring properties by way visual intrusion, loss of light and privacy.

9.12 It should be noted that several comments received pertain to a recently refused application under 24/00554/FUL. This application has already been determined and refused. Therefore, comments directly related to the recently refused application will not be further discussed here. Objections related to the previous application have been fully assessed and addressed within the officer's report for 24/00554/FUL.

9.13 A petition signed by 57 residents has been received, however, the issues raised in this petition relate to the recently refused application 24/00554/FUL.

Impact on No 37 Belswains Lane

9.14 The neighbouring property is situated to the southwest of the site, with its garage positioned near the shared boundary line. Concerns have been raised by this neighbouring dwelling regarding damage to the shared boundary fence due to development work. While this concern is noted, it is not considered a material consideration in this context. Issues related to property damage should be resolved directly between the applicant and the neighbour. This neighbour has raised no other objections or concerns.

9.15 The garage is approximately 0.4 meters from the neighbouring property. Although this is a close proximity, it is worth noting that No. 37 has an outbuilding in a similar location. The garage's highest point is 4.075 meters, but due to the sloping nature of the land, its height decreases towards the rear. A fence, estimated to be about 1.8 meters tall, runs between the shared boundaries. Although the garage will be higher than the fence and visible to No. 37 Belswains Lane, its limited scale and the open aspect of No. 37's garden mean it is not considered visually intrusive. Furthermore, the presence of an existing outbuilding in No. 37's rear garden further mitigates any potential visual impact.

9.16 Regarding privacy, there is no overall concern. The elevation facing No. 37 has no side-facing windows, and the garage is not a habitable room. Therefore, there is no issue with loss of privacy for No. 37.

9.17 Concerning loss of light, the garage is located approximately 6 meters away from the rear elevation of No. 37. While there may be some loss of light, it is not considered detrimental due to the distance and the garage's position relative to the neighbour's property. The sloping nature of the land and the existing boundary fence also help to mitigate any potential impact on light. Additionally, the neighbouring dwelling is located to the south of the site, and therefore the garage would not result in any loss of sunlight to No.37.

Impact on No 33a Belswains Lane

9.18 This neighbouring dwelling is located northeast of the site, with the garage situated approximately 14 meters from its rear elevation. Given this substantial separation distance, it is not expected that the garage will have a detrimental impact on light levels, visual intrusion, or privacy.

9.19 Concerns have been raised by this neighbouring dwelling regarding the widening of access to the property and the removal of trees and plants from the site. While it is noted that the access has been widened, this alteration is not considered detrimental to the site. Hertfordshire Highways were consulted and have raised no objections to the application, indicating that the widened access meets all relevant standards and safety requirements.

9.20 Regarding the loss of vegetation, it is acknowledged that the removal of existing trees, plants, and bushes has significantly changed the character of the site, making it more open. However, since none of the trees or shrubs on the site were subject to a Tree Preservation Order, there were no legal restrictions on clearing the vegetation. Consequently, the removal of this vegetation does not require further assessment or comment, as it complies with existing regulations and does not constitute a violation of planning guidelines.

Impact on No 57 Newell Road

9.21 This neighbouring dwelling is located north of the site, with the garage situated approximately 32.2 meters from its rear elevation. Given this substantial separation distance, it is not expected that the garage will have a detrimental impact on light levels, visual intrusion, or privacy

9.22 Concerns have been raised from this neighbouring dwelling regarding increase in parking on site. However, the development itself would not significantly intensify the use of the site, i.e. the increase of a single dwelling, (given the nature and scale of the development), would not significantly increase vehicle movements to and from the site in a way that causes significant harm to the safety and operation of the highway network.

9.23 Based on the above, the proposals are considered to be in accordance with Saved Appendix 3 of the Local Plan and Policy CS12 of the Core Strategy.

Impact on Highway Safety and Parking

9.24 The NPPF (2023), 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.

9.25 As part of this application, Hertfordshire Highways have been consulted, and no objections have been raised. It is important to acknowledge that several objections have been made concerning highway safety and the anticipated increase in the number of vehicles accessing the site. However, it should be noted that these objections also reference concerns related to a recently refused application for the construction of two dwellings at the rear of the site.

9.26 Upon consideration, it has been determined that the garage itself would not significantly intensify the use of the site. The introduction of a garage is not expected to appreciably increase vehicle movements to and from the site in a manner that would pose a substantial risk to the safety or operation of the highway network. The addition of a garage to an existing residential dwelling, by its nature, involves minimal additional traffic flow, thereby mitigating potential concerns regarding highway safety and congestion.

9.27 Moreover, Hertfordshire Highways' lack of objection reinforces the assessment that the proposed garage will not adversely affect the surrounding transportation infrastructure.

Other Material Planning Considerations

Contamination

9.28 As the site is within a former land use risk zone area, the Contaminated Land Officer was consulted. The Contaminated Land Officer raised no objection on the grounds of land contamination and stated that there is no requirement for further contaminated land information to be provided or for contaminated land planning conditions to be recommended.

Environmental Health

9.29 The Environmental Health Officer was consulted regarding this application and raised no objections or concerns regarding noise, odour or air quality. However, it is recommended 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.

Response to Neighbour Comments

9.30 As noted this application has received comments and concerns which also relate to a recently refused application. As such, the relevant comments and objections have been discussed in the assessment above.

Community Infrastructure Levy (CIL)

9.31 Policy CS35 of the Core Strategy 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 was adopted in February 2015 and came into force on 1 July 2015. CIL relief is available for affordable housing, charities and Self Builders and may be claimed using the appropriate forms.

10. CONCLUSION

10.1 The proposed works would not have an adverse on the appearance of the dwelling or would significantly impact the overall character and appearance of this part of the street scene. The development would not have a detrimental impact on the amenity of neighbouring properties or highway safety/car parking. Therefore, the proposal is acceptable in accordance with the aims of the National Planning Policy Framework 2023 and Policies CS11 and CS12 of the Core Strategy 2006-2031.

11. RECOMMENDATION

11.1 That planning permission be GRANTED, subject to the following conditions:

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

**NA-23089-PL-200
NA-23089-PL-100**

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

- 2. Within 3 months of the date of this decision a soft landscaping plan that includes number, size, species and position of trees, plants and shrubs has been submitted to and approved in writing by the Local Planning Authority.**

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 3 years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity.

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

Informatives:

1. **Storage of materials:** The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
2. **Obstruction of highway:** It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
3. **Debris and deposits on the highway:** It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.
4. **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.
5. **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
6. **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. 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.

7. 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>

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Environmental And Community Protection (DBC)	Lois, Having reviewed the application submission and the Environmental and Community Protection Team records I am able to confirm that there is no objection on the grounds of land contamination. Also, there is no requirement for further contaminated land information to be provided,

	<p>or for contaminated land planning conditions to be recommended in relation to this application.</p>
<p>Hertfordshire Highways (HCC)</p>	<p>Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission. 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:</p> <p>AN 1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the County Council website at: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx or by telephoning 0300 1234047.</p> <p>AN 2) Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the County Council website at: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx or by telephoning 0300 1234047.</p> <p>AN 3) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.</p> <p>Comments</p> <p>The proposal is for the retrospective Planning Application for a Double Garage, Walls, Driveway, Access and Engineering Works at 35 Belswains Lane, Hemel Hempstead. Belswains Lane is a 30 mph classified C local distributor route that is highway maintainable at public expense. There is an existing small access onto Belswains Lane which appeared to have not been used for road access for over 15 years. However, recently the access has been increased by removing part of the boundary walls and therefore it now uses the existing access. It is deemed that the access will remain the same and the access will be used to serve the garage. HCC Highways has no concerns regarding the garage and vehicles turning on site.</p>

	<p>Therefore, HCC Highways would not wish to restrict a granting of permission for the proposal. This is following discussion with the planner and applicant owing to a change in description from that of the previous response. It is not clear that no alterations are taking place to the highway network.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>With reference to the above planning application, please be advised the Environmental Health Pollution Team have no objections or concerns re noise, odour or air quality. However 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Construction Dust Informative</p> <p>Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.</p> <p>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</p>

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>

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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
9	4	2	2	0

Neighbour Responses

Address	Comments
57 Newell Road Hemel Hempstead Hertfordshire HP3 9PB	<p>I object to this first phase of the over development of 35 Belswains Lane.</p> <p>No Planning permission has been granted for the garages or the housing development, but two semi-detached garages and a drive have already been built and waste pipes have been laid for the next phase, two four-bedroom houses.</p> <p>This makes a mockery of the planning laws.</p> <p>XXX are there to make money and leave the existing residents in misery, well done.</p> <p>This first phase will see parking for six cars, two in the garages and four outside. Belswains lane is already one of the busiest roads in Hemel Hempstead. This development is located near the brow of a hill, with cars parked on both sides of the road. This is a very fast road and several accidents have happened over the years. And this will make a bad situation a lot worse. If the next phase goes ahead, there will be ten cars and a through road to the back of the existing property.</p> <p>Therefore, I call upon the Dacorum to stop this over-development and refuse planning permission.</p> <p>Your ruining Hemel even more.</p>
37 Belswains Lane Hemel Hempstead Hertfordshire HP3 9PW	<p>I live at 37 Belswains lane so the building in question sits directly to the right of my property as you look towards the road.</p> <p>I'm not against the constructing of the building in and of itself, however in doing so the building company has damaged my fence which runs parallel to the left side of the constructed structure. I do expect the fence to be repaired in full or to be suitably compensated so as to make the repair myself.</p>
33A Belswains Lane Hemel Hempstead Hertfordshire HP3 9PW	<p>Objection received by letter – a summary of the letter regarding the concerns that are relevant to this application has been made below:</p> <ul style="list-style-type: none"> - Concerns for loss of trees
12 Gilders Sawbridgeworth Sawbridgeworth	<p>The LPA may wish to investigate how many trees have been removed as part of this development and also the linked application for two new houses to the rear.</p>

CM21 0EF	Google satellite images appear to show a number of trees on this land that must have been removed to build the access and garages
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