

**4/03035/16/FUL - DETACHED THREE-BED BUNGALOW TO REAR.
8 ST ALBANS HILL, HEMEL HEMPSTEAD, HP3 9NG.
APPLICANT: Mr Phillips.**

[Case Officer - Intan Keen]

Summary

The application is recommended for approval.

The development of the site for residential purposes is acceptable in principle. In this instance it is considered the tandem arrangement would not give rise to objections with respect to the character and appearance of the street scene and surrounding area, is acceptable in layout terms, would not have an adverse impact on the residential amenity of neighbouring properties, and would be satisfactory in terms of parking provision and access. The proposal is therefore in accordance with Policies CS11 and 12 of the Core Strategy.

Site Description

The application site is currently occupied by a detached bungalow located on the south-eastern side of St Albans Hill within the Belswains (HCA18) Residential Character Area. The surrounding area contains a mix of uses, including commercial uses to the north and west, and residential to the east and south. There is no distinctive pattern of development, noting plot sizes also vary including some examples of infilling, particularly to the south-east (off Belswains Lane). Due to the varied plot layout, dwellings are not always oriented to face the street.

Proposal

Planning permission is sought for a detached bungalow within the rear garden and involves the subdivision of the application site. The proposed dwelling would be of a contemporary design with a broken dual-pitched roof. The dwelling would have a rectangular footprint with a small rear monopitched projection.

The proposed dwelling would contain three bedrooms. Private open space would be located to the rear, a depth of 10.7m. The front garden would be hardsurfaced to provide parking for three spaces.

The existing dwelling at No. 8 would have a resultant garden depth of over 11.5m.

Parking provision (for one space) to the existing dwelling would be contained to the front garden (the rear garden would no longer be used for parking).

Both dwellings would share the existing access off St Albans Hill.

Referral to Committee

The application is referred to the Development Control Committee as the application has been called in if minded to grant by Councillor John Birnie.

Planning History

Of relevance is application 4/01057/16/FUL for a detached bungalow in the rear garden which was granted on 13 July 2016.

The current application differs from the previous approval as the new building has been squared off to the rear, and the private open space to the rear of the dwelling measures 10.7m

(a reduction from 11.5m) in depth.

Policies

National Policy Guidance

National Planning Policy Framework (NPPF)

National Planning Policy Guidance

Dacorum Core Strategy

NP1 - Supporting Development

CS1 - Distribution of Development

CS4 - The Towns and Large Villages

CS8 - Sustainable Transport

CS11 - Quality of Neighbourhood Design

CS12 - Quality of Site Design

CS13 - Quality of Public Realm

CS17 - New Housing

CS18 - Mix of Housing

CS19 - Affordable Housing

CS29 - Sustainable Design and Construction

CS31 - Water Management

CS32 - Air, Water and Soil Quality

CS35 - Infrastructure and Developer Contributions

Saved Policies of the Dacorum Borough Local Plan

Policies 10, 13, 18, 21, 51, 57, 58, 63, 99, 100, 101

Appendices 3 and 5

Supplementary Planning Guidance / Documents

Environmental Guidelines (May 2004)

Area Based Policies (May 2004) - Residential Character Area HCA18 - Belswains

Summary of Representations

10 St Albans Hill

We include herewith reference to images (Figure 1-9) that we are unable to upload to the Online Planning Portal and that have instead been submitted via email.

We OBJECT to the Proposal.

The Government encourages building of affordable homes and use of brownfield sites, NOT Garden-Grabbing of greenfield areas. We query whether a three bedroom detached bungalow at this location is likely to be an affordable home.

The building of new high-quality family homes is also encouraged. The proposed development falls within a small, confined area accessing a very busy road; much of the greenery on the plot has already been lost, and the building of the new property will result in a home with scarcely any green space or privacy of its own, situated in extremely close proximity to other properties. The Application for the proposed building contains several misrepresentations:

A) The Application, available on the Dacorum Council online planning portal, is signed and dated by the Agent as 15/04/2016. The Planning Portal bears the Date of the Application as

08/11/2016. We query the reason for this discrepancy.

B) Re: Application form (signed 15/04/2016), Section 10 Vehicle Parking. The application states the existing on-site parking to be for cars. In reality, parking is provided for a collection of vans, motorcycles and cars to simultaneously occupy the area.

C) Re: Application form (signed 15/04/2016), Section 10 Vehicle Parking. The application states the existing on-site parking to be for two cars and that a proposed increase of two car spaces will result in space for four cars. We have witnessed up to eleven vehicles being parked on the site on a daily basis; given that the owner of the property is a dealer in second-hand cars and motorbikes, numerous vehicles are regularly displayed and sold on the site with three vehicles parked at the front of the house, and eight parked on the hard-standing and garden area in the rear. Indeed, following the applicants building of the hard-standing, the property was marketed by Navigation Estates in January 2015 as ideal for the budding car trader with wraparound brick block off street parking for multiple vehicles. After accounting for the change in use of part of this hard-standing to communal driveway, we approximate that the addition of two new parking spaces will result in end total parking spaces for around seven cars to the rear and two to the front of 8 St Albans Hill.

D) Re: Application form (signed 15/04/2016), Section 10 Vehicle Parking. The application form states that two new parking spaces will be provided such that the total proposed spaces (including retained spaces) will be four. However, the plans/drawings detail that 3 new parking spaces will be formed.

E) Re: Application form (signed 15/04/2016), Section 15 Trees and Hedges. The Application claims that there are no trees or hedges on the proposed development site. In fact, there is a mature, tall Douglas fir tree, the height of which is difficult to estimate but we should think is at least 11 metres tall. The Douglas fir, in addition to numerous bushes and a large domestic lawn will be lost with the building of the new property.

F) The area on the submitted plans described as an amenity area, originally built over landscaped gardens without planning permission, IS currently used for the parking of multiple vehicles as described above (B & C). This has been the case for several years, and will undoubtedly continue to be the case after the new

Regrettably the Planning Department has authorised Planning Application 4/02055/16/FHA, the retention of the hard-standing area (referred to as the amenity area in the plans), having previously given conditions for approval of Planning Application 4/01057/16/FUL that the area would be removed to maintain some much-needed greenery to the site. This decision effectively enables parking space for multiple vehicles, instead of an amenity area, to be maintained.

G) It is difficult to interpret the plans which give individual proposed room dimensions. The plans do not provide a total proposed depth of the building and therefore do not provide a total proposed area for the building. On viewing the plans, one therefore has to add together the individual room depths to estimate the total depth; in doing so there arises a discrepancy between the total measurements of the north-east (left wall on viewing the plan) and south-west (right) walls which appear to be 9450 and 9600 respectively. One would expect these measurements to both to be equal, given that the new building is represented as a rectangle.

H) The plans submitted do not provide the height of the proposed structure. Unfortunately, despite an email enquiry to the Case Officer dated 16th October 2016 in relation to the original application for this site (4/01057/16/FUL) requesting the total depth and height of the proposed building, we have yet to receive this information. We cannot understand how any planning permission, including that already approved for the site (4/01057/16/FUL), can be granted to

applications that do not include these essential details and therefore fail to truthfully represent the impact of the proposed build.

I) The plan shows the angle from the upper level window of number 10 St Albans Hill. It fails to present the dwellings lower level windows (bedrooms of 10 St Albans Hill) and hence is an inaccurate representation of the relationship between the two properties. J) We are very concerned that the plans do not provide any indication of how the sloped ground of the boundary of our property, 10 St Albans Hill, and the new development will be stabilised after significant digging at this area.

Other Factors

1) Visual Intrusion: Based on the measurements provided, the distance between the front of the proposed bungalow and the rear of our dwelling, 10 St Albans Hill, where bedrooms & kitchen are situated, will be less than twelve metres. The building, as well as the cars and parking spaces, will be an obvious visual intrusion on a greenfield site which is currently an empty domestic lawn. As no measurements regarding the height of the total depth or height of the proposed building have been provided, it is difficult to accurately predict the final appearance of the property, however based on data that has been provided, we estimate the property to have the minimum dimensions of that shown in Figure 1, Figure 2 and Figure 3. Of note, the towering fence & breezeblock boundary structure that is most noticeable in Figure 3 and partially obscures the front-facing aspect of the proposed building was built by the same applicant without planning permission and already overshadows our patio area. (We have previously submitted our objection to the height of the fence. We have never received any formal notification of a retrospective planning application for this boundary structure).

2) The distance between the front of the proposed bungalow and the rear of the existing dwelling at 8 St Albans Hill will be less than 21 metres.

3) Visual Intrusion & Design/Appearance: The proposed development will result in the loss of approximately 97% of vegetation at this greenfield site which will NOT be replaced as the Council has already authorised an application for the continued existence of the retaining wall and hard-standing.

4) Overshadowing, loss of light & Loss of Privacy: The proposed construction will overshadow the rear of our garden at 10 St Albans Hill. The construction also allows new residents to look up from the North West aspect (proposed entrance and two windows) directly into the rear of our home.

5) Noise and Disturbance resulting from use, Exhaust pollution: Given that the submitted application already fails to mention the current parking of multiple vehicles at the site, it is expected this will continue and the end result will be the provision of parking spaces for approximately six vehicles at the rear of 8 St Albans Hill, and two vehicles at the front. In addition, a three bedroom home can be expected to house at least four new occupants. The proposed build would result in daily vehicle access into and out of the rear of 8 St Albans Hill, metres away from our own home. Undoubtedly this will be a dramatic increase in noise pollution.

6) Adequacy of turning: The new building would be accessed by the narrow driveway beside the existing dwelling of 8 St Albans Hill. We are surprised that any new high-quality housing should be accessed from a busy main road by such an inadequately wide space. In addition to the parking spaces planned for the new development, the Planning Department has authorised Planning Application 4/02055/16/FHA, the retention of the hard-standing area which, based on its historical use, we expect shall remain a parking area for number 8 St Albans Hill; as such we have safety concerns about the likely need to regularly reverse multiple vehicles for both properties out from the driveway of number 8 St Albans Hill onto a very busy road, only metres

away from a roundabout.

7) Overdevelopment of the site & Character of Area: Please find attached Figure 4 and Figure 5 which, in addition to Figures 1-3 (Garden of 10 St Albans Hill) show the immediate area surrounding the site of the proposed development. The area is rich in greenery and vegetation. Please find attached Figures 6,7,8 which are images available in the public domain on property websites that show the character of the domestic plots in this area. Such images, in addition to a satellite view of the area (Figure 9), demonstrate how the plans for this proposed development which involve the felling of the Douglas fir tree and the replacement of the entire lawn with man-made materials are out of keeping with the character of the area.

We urge that a committee ought to closely examine, and reject, this Application.

9 Belswains Lane

We wish to raise some objections, together with some queries/concerns that need to be considered, in connection with this application.

We have six objections:

Overdevelopment of the site and environmental issues
Safeguarding of essential root protection area / ensuring compliance with minimum garden size
Adequacy of parking/turning and future potential excessive car-parking
Close proximity to surrounding properties
Lack of detail provided on external dimensions (depth, width, height)
Setting an adverse precedent / NPPF policy and principle

1. Overdevelopment of the site and environmental issues:

If the bungalow development is granted, the entire site will have been stripped of all vegetation, grass and trees and it will be turned over to a site completely covered with paving, paving slabs, hardstanding, plastic grass and buildings. This part of Bennetts End is a very green area rich in wildlife, but the entire site at No.8 will become a barren area of artificial surfaces.

Also, as the site will consist of virtually all impermeable surfaces, the question of how all surface water will be disposed of to avoid the possibility of adversely affecting the soil equilibrium on-site and downslope is an important consideration. As the proposed development is downhill from the street drains, we are concerned that the use of a soakaway to deal with gutter drainage will increase local soil saturation. In addition, the sewer drainage for the proposed bungalow will need to be pumped uphill to the main drain, as it will not be possible for any access to drains downhill across our property.

2. Safeguarding of essential root protection area / ensuring compliance with minimum garden size:

It is essential that the minimum garden depth of 11.5m to the proposed bungalow is strictly adhered to (in the event of permission being granted) so that the root protection requirements of our two mature 80-year old Ash trees (incorrectly identified as Sycamores on the agents plans) are fully maintained. Ash trees nationally are rapidly becoming an endangered species due to the spread of Chalara Ash Dieback, and therefore we wish to do all we can to strengthen and protect these trees into the future. The full RPA (root protection area) required for these trees needs to be safeguarded, without compromise. Assuming that the rear garden of any new build is a full 11.5m this will be just about sufficient, but with space so tight in the entire development, this will be one dimension we would ensure is not compromised upon in the event of permission being granted. In the original application, the distance of 11.5m was

measured (incorrectly) to a stepped-back part of the rear building, and in the new application the stepped back area has been eliminated by straightening and bringing the whole rear wall forward, thus enlarging the footprint of the bungalow. The new plans do not specify the 11.5m as the garden depth, whereas the original bungalow plan did. An 11.5m garden depth, together with the proposed bungalow and car parking spaces (in tandem) would have to squeeze into the 27m depth of garden available below the raised hardstanding.

In addition, a quote from a Dacorum Borough document (see below) states that in an area where plot sizes are large, rear gardens may be required to be larger than the minimum in order to fit in with the general character. That would seem to be relevant in this case, given the plot sizes and gardens of surrounding houses. .

Quote: 2.5.6 Gardens and Amenity Space (ref. point (ii)). The minimum rear garden depth of 11.5m should normally be applied. In Character Areas where infill developments are acceptable, rear garden depths may be reduced if the shape, size and depth is compatible with the existing adjoining properties. For Character Areas where dwelling densities are low and plot sizes are large, rear gardens may be required to be provided at depths considerably over 11.5m where this is necessary to harmonise with area character.

3. Adequacy of parking/turning and future potential excessive car-parking:

Our third concern is one of safety, in that the alignment of car parking spaces in tandem results in restricted space for turning at the end of the access strip to the proposed new bungalow. This may result in an increase in cars being parked down the access strip resulting in a lack of access in the event of an emergency. Equally, the tandem parking arrangement combined with lack of manoeuvring space may result in an increase in cars reversing out into St. Albans Hill, only a few metres from a roundabout. Neither of these scenarios is desirable on the grounds of safety.

It should also be noted that the proposed development will involve excavating the uphill part of the plot for the new building, and necessarily this will mean a much steeper slope of the access road down to the new property. This would add to safety concerns regarding access, particularly in winter.

On another matter, at present the current owner uses the site (hardstanding, side access and lawn area) to park cars being traded. When permission was granted for a previous bungalow application on this site, one of the conditions was that the raised hardstanding would no longer be used for parking cars, and that permitted further development rights (eg. extensions, alterations) were removed. In the event of this new application being granted, there needs to once again be clarity on restriction of further development and the use of the site for parking, in order to prevent an excessive number of cars being parked-up on the site, and a change in character of the residential site towards semi-commercial. Indeed, the previous application was granted with the strict stipulation that the hardstanding area should revert to amenity garden with a natural barrier to prevent its use for parking.

4. Close proximity to surrounding properties:

Our 4th concern is that the proposed development allows insufficient distance between the existing property and the proposed bungalow assuming that the 23m back-to-back standard applies. In many local authority building standards, where the ground slopes, an increased distance is required eg. so that for every half metre difference in height, the distance in the standard is increased by one metre. The land on which this development is proposed has a considerable slope. On this basis, there does not appear to be sufficient distance allowed between the proposed dwelling and the existing property on the plot. There also appears to be insufficient account taken of overlooking from neighbouring properties and the loss of their visual amenity.

Of utmost significance, we do not consider that the available plot has sufficient space to fit the property, car parking and garden space as specified in the proposal and in statute. We are concerned that something will have to give, and that the proposal does not comply with the bare minimums for space as required by DBC and other bodies.

5. Lack of detail provided on external dimensions (depth, width, height):

The plans given provide most of the internal dimensions for rooms, but no definitive dimensions for the external depth, width and most importantly, the maximum height of the proposed bungalow. Despite emails and phone calls to the case officer, we have not received any reply to our request for this basic and essential information. Extrapolations have been possible for depth and width, taking into account the external and internal walls to arrive at 10.4m depth and 9.35m width. However, these dimensions, together with the maximum height, remain to be definitively confirmed by the agent.

An associated concern is that the plans indicate the proposed dwelling to be at ground level at the downhill side. If this is adhered to, then the uphill part of the site is to be excavated below the current ground surface by a considerable depth approaching or exceeding 1 metre, as indicated on the plans. In the event that this planning application is passed, then this level of excavation should be stipulated in detail. It would be only too easy to partially excavate, and use the excess spoil to build up the height of the downhill area, saving the cost of removal, and raising the height of the house. The consequences for drainage, overlooking and other factors would be considerable. With the uphill part of the proposed development set significantly below current ground surface level, there is no indication provided as to how the resultant bare earth wall on the boundaries with neighbouring properties would be adequately stabilised without eating into the statutory minimum width of one metre between a new property and the surrounding boundary fence. There is equally no information as to how the current wall of the existing hardstanding would be stabilised with very significant excavation at its foot. With insufficient detail in the plans, there is a very high risk that the development will creep from the supposed plans, and fail to meet statutory requirements at the time of building. A case of it is easier to beg forgiveness afterwards than to seek permission in advance.

6. Setting an adverse precedent / NPPF policy and principle:

The development, if approved by the planning service, would create a precedent which could encourage the practice of garden grabbing in the area, and may lead to a change in the overall character of the residential area.

We are aware of the various policies contained within the Core Strategy for Dacorum 2006-31 which directs residential development to towns and large villages, and the Councils remit to address a need for additional housing within the Borough. However, the Government's legislation connected to the NPPF (National Planning Policy Framework, published 27.03.2012) has come into force since the Dacorum Core Strategy was published. By taking gardens out of the brownfield category and back to greenfield status, the new NPPF better enables councils such as Dacorum to protect a garden from inappropriate development, especially where it is objected to with justification, by members of the local community.

As an addendum to the objections above, we would also like to point out that there are several inaccuracies in the completion of the planning application form itself, which does not create a reassuring precedent for the entire application. Errors include:

Use of an outdated OS map approximately 30 years old for site location plan, as No. 7 Belswains Lane, (built in the late 80s) isn't even on the map!

Under-reflection of the number of car-parking space on the current site incorrectly identify 2 x 2-bedroom houses as existing, whereas there is just 1 x 2-bedroom house.

In summary, our objections relate to safety, precedent, inadequacy of information, and a failure to take into account vital issues in this development. For this reason, we consider that it is essential that the matter be considered by Committee, given the very significant matters that have not been addressed in this application.

9 Belswains Lane - further comments

Additional Comments/objections:

1. Details of excavation depth:

Subsequent to our written objection, we have been able to enlarge the details on the plan as submitted in the proposal for the bungalow. The survey heights are given on the plan, showing that the downhill edge of the bungalow is at a datum of 45.18m, while the uphill part is at a ground surface of 46.78m approximately, as shown on the diagram. The uphill part of the bungalow has therefore to be excavated 1.6m below current ground surface in order to be horizontal, as demonstrated by the submitted plans. This is over 5 feet (1.6m) below the surface, or approaching the height of a person at the deepest part.

Stabilising the resulting earth wall to neighbouring properties will be a significant issue, as an earth wall of this height will be liable to collapse unless supported to a great extent with deep footings and braces. The fence line will have to be respected, and the existing fences will need some sort of support as they now run along the edge of the excavation. In addition, part of this excavation is very close to an adjoining property, and any shift in the soil or changes in soil water content could cause potential problems. No details are given in the planning application as to how the excavated earth wall face (ranging from a depth of 1.6m narrowing to zero over the length of the bungalow) will be supported within the space allowed for, between the proposed bungalow and the boundary of neighbouring properties, given the minimum space required by law between a development and the edge of the property is one metre minimum.

None of these issues appear to have been taken into account when permission was granted for the first bungalow application, and they should certainly be considered in great detail when reviewing this new application.

2. Details of garden length:

The available garden length is 27m from the end of the hardstanding to the bottom fence. The garden for the proposed property is set at 11.5m according to regulations. The building, as drawn on the plans, is estimated to be 10.4m in length (the precise dimensions have not been provided, despite repeated requests). This appears to allow only 5.1m for parking between the front of the property and the retaining wall of the current raised hardstanding (not the 7.47m indicated on the plans) This current retaining wall is already well over a metre high and, due to the excavation required for the bungalow, will require an additional 5ft (1.6m) depth excavation below current height making a total height of between 2.5 3m. The parking area is limited, with cars literally outside the front door. It should be noted that the parking area and the access road will slope downwards toward the house, so that rainwater run-off will move downhill towards a building which is already below ground level. The whole matter of rainwater discharge is not addressed, and with the additional rainwater drainage from the bungalow added to the flow over the paved surfaces, it is difficult to see how a simple soakaway would cope. Digging a soakaway in the lower garden of the property is NOT an option, as it would be within the Root Protection Area of the mature ash trees.

7 Belswains Lane

I do have objections around the proposed development which I have outlined below.

While a single storey bungalow will bring a fairly small amount of visual intrusion (my upstairs bedroom window will look out over it) I do envisage that there will be significant increase in noise levels as the proposed car parking area/front of house would be in close proximity to my garden/ back living area. On a more general point obviously this will increase traffic levels but would the parking spaces provide sufficient space to allow vehicles to turn around, will they need to reverse onto the busy main road close to the junction.

The proposed development is a very "tight" fit for the site and would resulting in the removal of most of existing rear garden that is not in keeping with the existing surrounding properties.

Once again the removal of the Douglas fir would result in my upstairs bedroom window becoming visible from the living area of the existing bungalow that is on the site. I assume I can remedy this by planting a mature tree(s) on my side of the fence as a replacement although it does seem a shame to lose such a well-established tree.

More importantly the proposed development will be meters from my property and specifically from the plans there looks like there will be a considerable amount of excavations in close proximity to my fence line and property. This is a cause for a real concern as both the fence line would need to be supported and the excavations/soil movements could cause potentially serious shift problems to my property. It's not clear to me from the plans how this would be addressed nor is it clear to me if the development is the minimum required distance it needs to be from an existing property. In addition my property isn't even on the [Site Location Plan - 23/11/2016](#)).

Finally again the purposed plan confuses me for example how will the hook up to the main sewer etc from its position in the garden will it be pumped uphill?

Councillor John Birnie

Further to yesterday's call in request, I am concerned about over development, separation and overlooking and damage to trees on adjacent property.

I forgot to add that I cannot agree that overlooking would not be a problem with the parent house, which may not always be in joint ownership, nor with the immediately adjoining St Alban's hill property. There is also no possibility of meeting the back garden 11.5m requirement - hence over development.

I confirm that I would like to call in this application if you are minded to grant. I fear that the vehicle exit on to this main road is dangerous.

Environmental Health

Advises that any permission which the Planning Authority may give shall include the conditions below:

- 1) Building work and all related activities on the site, including deliveries and collections shall only take place between 7:30am and 6:30pm on weekdays (Monday to Saturday inclusive) and no work shall take place on site on Sundays or Bank Holidays.
- 2) No waste material, wood or other material shall be burnt on site at any time.

Hertfordshire Highways

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority

recommends that permission be refused for the following reasons:

Hertfordshire County Council as Highway Authority refuses the proposed development, for the reason given below.

REASON

1. The applicant has failed to show that the two perpendicular parking spaces proposed in document "Wren naj 07a 2016 Revision A" to the front of the existing house will allow cars to park without overhanging the footpath.

Manual for Streets 8.3.48 to 8.3.58 states that the recommended dimensions of off-street parking bays are that they are laid out as a rectangle at least 4.8 m long by 2.4 m wide for the vehicle, along with additional space as set out in Inclusive Mobility. These must be located on land within the ownership of the applicant.

The measurement from the back of the footpath to the house is 4.5 m at its widest point, therefore any cars parked perpendicular to the footpath will be obstructing the public footpath, causing danger and inconvenience to users of the highway.

INFORMATIVES

1. The applicant is required to provide a swept path analysis to show that manoeuvring space is sufficient to allow vehicles to enter and leave each of the three parking spaces for the new house in forward gear.

St Albans Hill is an classified "C" road, with low pedestrian traffic and a speed limit of 30mph. Vehicles are required to enter and leave the site in forward gear.

Hertfordshire Environmental Records Centre

We do not hold any biological records (species or habitats) for the application site.

The site is an urban garden and is unlikely to be of significant ecological value. As vegetation is likely to be removed during the development process I would only caution against breeding birds with the following informative.

The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage, or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act.

Trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Trees and scrub are present on the application site and are assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.

Relevant representations from previous application

Hertfordshire Highways

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Hertfordshire County Council as Highway Authority does not object to the development, subject to the conditions and informative notes below.

Conditions

1. The proposed car parking spaces shall have measurements of 2.4m x 4.8m min. and be located on land within the ownership of the applicant. Such spaces shall be maintained as a permanent ancillary to the development and shall be paved and used for no other purpose.

Reason: The above condition is required to ensure the adequate provision of off-street parking at all times in order to minimise the impact on the safe and efficient operation of the adjoining Highway.

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

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

I should be grateful if you would arrange for the following note to the applicant to be appended to any consent issued by your council:-

Highway Informative

1. The Highway Authority requires the alterations to or the construction of the vehicle crossover to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. The applicant will need to apply to the Mid West Hertfordshire Highways Area Office (Telephone 0300 1234047) to arrange this, or use this link:- <http://www.hertsdirect.org/services/transtreets/highways/hhonlineservices/vxo/>

2. Road deposits. Best practical means shall be taken at all times to ensure that all vehicles leaving the development 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.

Reason. To minimise the impact of construction vehicles and to improve the amenity of the local area.

3. Storage of Materials. All materials and equipment to be used during the construction shall be stored within the curtilage of the site unless otherwise agreed in writing by the Highways Authority prior to commencement of the development.

Reason: In the interest of highway safety and free and safe flow of traffic.

Comments

This application is for the construction of a new detached dwelling on land behind 8 St Albans Hill, Hemel Hempstead.

Parking

Three new off street parking spaces will be provided for the new dwelling, while the existing dwelling will have one parking space on a new hard standing to be constructed in the front garden.

Access

The site is already served by an existing vxo, leading to the rear of the property. This will be dedicated to the new dwelling, while a new VXO is required to give access to the new parking space to be constructed for the existing property.

St Albans Hill is an classified "C" road, with low pedestrian traffic and a speed limit of 30mph.

Conclusion

HCC as highway authority considers that the proposals would not have an unreasonable impact upon highway safety or capacity and does not wish to object to the grant of permission, subject to the condition and informative notes above.

Contaminated Land

The site is located within the vicinity of potentially contaminative former land uses. Consequently there may be land contamination issues associated with this site. I recommend that the standard contamination condition be applied to this development should permission be granted. For advice on how to comply with this condition, the applicant should be directed to the Council's website (www.dacorum.gov.uk/default.aspx?page=2247).

Environmental Health

Notice is hereby given that the Environmental Health Department does not wish to restrict the grant of permission.

The proposed development will be subject to traffic noise arising from vehicles using St Albans Hill. However, from the application it appears that the existing property, number 8, is to remain at the front of the site, facing onto St Albans Hill and this building will therefore act as an effective noise barrier for the proposed dwelling. Also the internal arrangement of the proposed dwelling will assist further in reducing exposure to noise. I therefore do not feel that it is necessary to request the submission of a noise survey for the proposed development.

The construction phase of the development has the potential to give rise to noise and dust which may affect nearby residents. Please make the Developer aware of the following advisory notes:-

Advisory Notes

Noise on Construction/Demolition Sites

The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.

Construction of hours of working – plant & machinery

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1830hrs on Monday to Saturdays, no works are permitted at any time on Sundays or bank holidays.

Contaminated Land

If the site is known to be contaminated you should be aware that the responsibility for safe development and secure occupancy of the site lies with the developer.

Dust

Dust from operations on the site should be minimised by spraying with water or by carrying out 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.

Bonfires

Waste materials generated as a result of the proposed demolition and/or construction operations shall be disposed of with following the proper duty of care and should not be burnt on the site. Only where there are no suitable alternative methods such as the burning of infested woods should burning be permitted.

Environmental Health - further comments

As a proposed domestic dwelling, rather than a business, it must be assumed that vehicle numbers will be limited. Consequently, I consider that whilst audible, the vehicle noise would not amount to a statutory nuisance due to infrequency / effect on existing residents.

Hertfordshire Environmental Records Centre

1. We have no ecological data from the site, although there is information to suggest there was a former garden orchard on the site. The site is currently residential garden land.
2. The proposals will not affect the two mature trees that are present at the end of the plot. Whether any fruit trees now remain is not known, but loss of one or two small examples would have a low ecological effect locally.
3. I consider the existing garden plot is unlikely to have any significant ecological interest that would represent a constraint on the proposals.
4. I note the intention for hedgerow planting along one of the boundaries, which would be supported. There is almost no opportunity for any other local enhancements given the size of the site.

I thought from the details and APs that the trees for removal were pretty small – if possibly fruit trees on a short root stock. I didn't look at the arb report if there was one. They were quite different from the trees at the end of the site. As such they are most unlikely to support a roost, which would be the main concern. Even if they did, a replacement roost could be provided in the form of a box. If photos of the trees can be provided I can provide a more reliable view on this. However, the trees would need to be of a sufficient size and age in order to support potential roosting features (e.g. hollow trunk, broken limbs with split ends, peeling bark, rot holes, cavities, climbing vegetation providing cover etc.), and I have no reason to consider these trees are suitable in this respect. Bats may have been seen foraging around the trees and garden, but that is another matter and would not preclude development.

Hertfordshire Environmental Records Centre - further comments

The photos are helpful – I wasn't thinking of this tree being affected. However the Douglas fir is a prominent tree and potentially large enough to support bats but it looks in good condition and potentially with limited dieback if any. If the trunk has no climbers (it won't being evergreen) and no cavities (unlikely) I would think it is highly unlikely to support a bat roost, although it

could be used as a foraging route locally.

In any event, if approval is given and felling is required, the possible presence of a bat roost is still a consideration by whoever is felling the tree as bat roosts remain fully protected. In this sense the protection of bats ought to be achieved, but I still don't think it is justified to require a bat assessment prior to determination unless the neighbours are clear that bats are actually emerging from the tree itself.

Considerations

Policy and principle

The NPPF states that housing applications should be considered in the context of the presumption of sustainable development. Similarly, Policy CS4 of the Core Strategy directs residential development to the towns and large villages, including Hemel Hempstead, and within established residential areas, where the application site is located. Policy CS17 of the Core Strategy seeks to promote residential development to address a need for additional housing within the Borough.

Specifically, the provision of new dwellings is supported in principle by Policy CS18 of the Core Strategy, and saved Policy 18 of the Local Plan.

In summary, the principle of residential development is acceptable in this location. Further, there is strong policy support for the provision of new housing.

Density and layout

With respect to layout considerations, the current application has a reduced garden depth from the previous approval. It is considered the proposed garden depth of 10.7m, although short of the 11.5m minimum standard would not be unacceptable bearing in mind the limited shortfall of 0.8m and that the garden area would be functional and acceptable for a dwelling of the size proposed (three bedrooms).

The proposal would result in a density of 29 dwellings per hectare (based on two dwellings on a plot of 684m²). This would accord with the existing density range for the area which is generally in the medium range of 25 to 35 dwellings per hectare within HCA18 - Belswains. Area Based Policies Supplementary Planning Guidance (Development in Residential Areas) states that numerical density is one factor to be considered and balanced against others in area policies.

HCA18 - Belswains Development Principles state that dwellings should normally front the road and follow established formal building lines. This is echoed by the Area Based Policies Supplementary Planning Guidance (Development in Residential Areas) which discourages tandem development as a common form of backland development, but certainly the most inefficient, problematic and unsatisfactory.

When considering the acceptability of the proposed tandem layout, it should be noted that whilst dwellings generally front St Albans Hill, there are numerous examples within the vicinity where dwellings do not have a direct relationship with the street. This includes dwellings off Belswains Lane (on Franklin Close) to the south-east of the site, and No. 7 Belswains Lane.

Dwellings on St Albans Hill do not display a consistent building line, and buildings themselves extend well into their plots, including No. 10 St Albans Hill. Additionally, the main area of parking currently serving the application site is located to the rear.

Further, the siting of the proposed dwelling proximate to existing houses at Nos. 7 and 9

Belswains Lane ensures it would not appear isolated or an anomaly in the context of the immediate area, which also weighs in favour of the proposal.

The parking areas for both the existing and proposed dwellings are considered sufficient.

Taking into account all of the above factors, the proposed density and layout is considered acceptable noting the site's specific location adjacent to a commercial use and in an area where the residential pattern of development is varied, noting infill development off Belswains Lane to the south-east of the site. The proposal therefore would not conflict with the objectives of Policies CS11 and CS12 of the Core Strategy.

Refuse areas would be incorporated within the site for both the existing dwelling and the proposed dwelling.

Impact on street scene

The proposed dwelling would be largely concealed from St Albans Hill due to the steep fall in levels across the site, such that the proposed dwelling would be located on 2.7m lower ground compared with the existing dwelling. Only the highest part of the roof would therefore be visible from the principal street scene.

The development would be well-concealed from Belswains Lane due to thick boundary treatment to No. 7 Belswains Lane.

The proposed bungalow would ensure the dwelling would be commensurate with neighbouring properties on St Albans Hill in terms of scale and height. As noted above there would be limited views of the dwelling from St Albans Hill.

With respect to the form of the development, the proposed dwelling would be suitably balanced with a central ridge and wide wall spacing between windows which is acceptable.

External materials proposed include render and larch cladding to walls, concrete interlocking roof tiles and aluminium openings which would be acceptable. The schedule of materials to the proposed dwelling would not raise any objections noting the mix of dwelling forms, materials and finishes found along St Albans Hill.

The proposal is therefore in accordance with Policy CS12 of the Core Strategy.

Impact on trees and landscaping

The proposal would result in the removal of vegetation within the rear garden and particularly the removal of one Douglas fir tree which is visible from the street and adds to the landscape character of the site.

Although it would be desirable to retain the fir, no objections have been raised to its removal.

A new private amenity area is proposed to the rear of the donor dwelling at No. 8 which is currently occupied by hardstanding used for parking.

If planning permission is granted, a condition would be attached requiring details of landscaping and planting to offset the loss of vegetation. Landscaping details would also include boundary treatment and hardstanding material to ensure a satisfactory appearance to the development under Policy CS12 of the Core Strategy.

Impact on neighbouring properties

When compared to the previous approval, the increase in built form proposed under the current application is located to the rear where there are two neighbouring properties at Nos. 7 and 9 Belswains Lane.

No. 9 Belswains Lane is located proximate to the rear boundary, however this neighbouring dwelling does not have a direct relationship with the application site (its rear orientation is towards the north-east). The proposed dwelling would be sited 10m from the shared boundary, 1.5m closer than the previously approved building. This is considered to be a sufficient distance so that the development would not result in an adverse loss of light or visual intrusion. Its single-storey scale would ensure there would be no unreasonable overlooking between the properties.

The proposed building would extend further rearward beyond the previous approval and this addition to the approved scheme would not be located within the direct line of sight of main habitable room windows to No. 7 Belswains Lane.

In terms of the front part of the building, the proposed development would not encroach closer to or beyond the rear (northern) wall of the neighbouring dwelling at No. 7. It was noted in the previous report that the proposed dwelling would have an eave height of 2.35m closest to the shared side boundary (approximately 1.6m above existing ground level noting there would be excavation to lower the dwelling). At this point it would not intrude into a 45° line taken from the nearest habitable room window as demonstrated on the plan. It is therefore considered the development would not have an adverse impact on No. 7 in terms of visual intrusion or loss of light. There would be no adverse looking between the proposed dwelling and No. 7.

The application site has three other directly adjoining properties, including Nos. 6, 8 and 10 St Albans Hill to the north-east. The front elevation of the building remains unchanged in its form and siting and as such the relationship between the development and neighbours on St Albans Hill would be that as considered under the previous application.

The proposed dwelling would maintain a minimum distance of 23m from windows of Nos. 6 and 8 St Albans Hill. Its position on lower ground would also ensure there would be no adverse overlooking.

The minimum distance between windows of the proposed dwelling and No. 10 St Albans Hill would be approximately 13.5m on plan view. However, the proposal would not result in unreasonable levels of mutual overlooking for a number of reasons. The proposed dwelling would be sited on lower ground approximately 2.7m lower than ground levels of Nos. 8 and 10 St Albans Hill, where the retaining wall (to be retained) would act as a screen between windows. The proposed dwelling also would not have a direct relationship with No. 10 (No. 10 is located slightly to the east of the direct line of sight of the proposed dwelling). Boundary treatment could also be conditioned in this location to prevent unreasonable overlooking (landscaping condition to be applied as noted in previous section).

It follows that the proposal is in accordance with Policy CS12 of the Core Strategy.

Impact on car parking

The submitted block plan identifies parking for up to five cars, including two car spaces in front of the existing dwelling and three within the forecourt of the proposed dwelling.

With respect to the existing dwelling, the dimensions of the forecourt would be insufficient to accommodate two spaces in a side-by-side arrangement as shown. One space could be achieved to minimum dimensions in this location. The existing dwelling of three bedrooms would therefore have one parking space which is acceptable noting the site's location within a town.

The proposed dwelling features a parking area which would be of sufficient dimensions for two car parking spaces which could be reasonably accessed and exit the site in a forward direction. This is considered adequate parking provision for the new dwelling which would contain three bedrooms.

As such, the proposal would result in a total of three on-site car parking spaces. Whilst technically short of the maximum parking standard of 4.5 spaces set out in saved Appendix 5 of the Local Plan, this is considered an acceptable level of parking provision noting the site's location within a town.

Further details of on-site parking shall be sought by condition if planning permission is granted as to the manoeuvrability and allocation of these spaces in accordance with Policy CS12 of the Core Strategy.

The highway authority did not previously raise any concerns with the utilisation of the existing vehicle crossover to St Albans Hill from either the existing or proposed dwelling and the proposal therefore accords with Policies CS8 and CS12 of the Core Strategy and saved Policy 58 of the Local Plan.

With respect to suggested conditions by the highway authority, it is considered reasonable to include the condition requiring minimum dimensions of parking spaces. Methods of disposal of surface water can be dealt with by the inclusion of a landscaping condition.

Sustainability

The development would ensure an appropriate overall sustainable performance through the implementation of modern building regulations. It is therefore considered that the application meets the objectives of Policy CS29 of the Core Strategy.

Community Infrastructure Levy (CIL)

The application is CIL liable if it were to be approved and implemented. Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on 1 July 2015. This application is CIL liable.

The Charging Schedule clarifies that the site is in Zone 3 within which a charge of £100 per square metre is applicable to this development. The CIL is calculated on the basis of the net increase in internal floor area. CIL relief is available for affordable housing, charities and Self Builders and may be claimed using the appropriate forms.

Other matters

Due to the garden size and the impact that further development may have on the amenity of neighbouring properties, permitted development rights of Class A (extensions and alterations) and Class E (outbuildings) would be removed by condition if planning permission is granted.

With respect to contaminated land matters, the standard contaminated land conditions shall be applied if planning permission is granted based on above advice.

Based on advice received from the county ecologist the Douglas fir notated for removal would not raise any environmental issues regarding bats.

RECOMMENDATION - That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

- 1 **The development hereby permitted shall be begun 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 **The development hereby permitted shall not be occupied until full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details shall include:**

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

The approved landscape works shall be carried out prior to the first occupation of the development hereby permitted.

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policy CS12 of the Dacorum Core Strategy.

- 3 **Any tree or shrub which forms part of the approved landscaping scheme which within a period of five 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 to be approved by the local planning authority.**

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policy CS12 of the Dacorum Core Strategy 2013.

- 4 **The proposed car parking spaces shall have measurements of 2.4m x 4.8m minimum and be located on land within the ownership of the applicant. Such spaces shall be maintained as a permanent ancillary to the development and shall be paved and used for no other purpose.**

Reason: To ensure the adequate provision of off-street parking at all times in order to minimise the impact on the safe and efficient operation of the adjoining highway in accordance with Policy CS12 of the Dacorum Core Strategy 2013.

- 5 **Unless otherwise agreed in writing by the Local Planning Authority,**

development other than that required to be carried out as part of an approved scheme of remediation must not commence until Conditions 5 to 9 below have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until Condition 9 has been complied with in relation to that contamination.

Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's *'Model Procedures for the Management of Land Contamination, CLR 11'*.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CS32 of the Dacorum Core Strategy 2013.

6 Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CS32 of the Dacorum Core Strategy 2013.

7 Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CS32 of the Dacorum Core Strategy 2013.

8 Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 5 above, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 6, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with Condition 7.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CS32 of the Dacorum Core Strategy 2013.

INFORMATIVE:

The applicant is advised that a guidance document relating to land contamination is available in the Council's website:

<http://www.dacorum.gov.uk/default.aspx?page=2247>

- 9 **Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits.**

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises in accordance with Policy CS12 of the Dacorum Core Strategy 2013.

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

Schedule 2 Part 1 Classes A and E

Reason: To enable the local planning authority to retain control over the development in the interests of safeguarding the residential amenity of the locality in accordance with Policy CS12 of the Dacorum Core Strategy 2013.

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

**Site Location Plan
Wren naj 07a 2016 Revision A
Wren naj 07b 2016**

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

Article 35

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted proactively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) 2015.

Highways Informative

1. The Highway Authority requires the alterations to or the construction of the vehicle crossover to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. The applicant will need to apply to the Mid West Hertfordshire Highways Area Office (Telephone 0300 1234047) to arrange this, or use this link:-

<http://www.hertsdirect.org/services/transtreets/highways/hhonlineservices/vxo/>

2. Road deposits. Best practical means shall be taken at all times to ensure that all vehicles leaving the development 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.

Reason. To minimise the impact of construction vehicles and to improve the amenity of the local area.

3. Storage of Materials. All materials and equipment to be used during the construction shall be stored within the curtilage of the site unless otherwise agreed in writing by the Highways Authority prior to commencement of the development.

Reason: In the interest of highway safety and free and safe flow of traffic.

Environmental Health Informative

Noise on Construction/Demolition Sites

The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.

Construction of hours of working – plant & machinery

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Contaminated Land

If the site is known to be contaminated you should be aware that the responsibility for safe development and secure occupancy of the site lies with the developer.

Dust

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Bonfires

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Contaminated Land Informative

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