



Public Document Pack

# DEVELOPMENT MANAGEMENT AGENDA

**THURSDAY 12 OCTOBER 2017 AT 7.00 PM  
COUNCIL CHAMBER, THE FORUM**

The Councillors listed below are requested to attend the above meeting, on the day and at the time and place stated, to consider the business set out in this agenda.

#### Membership

Councillor Guest (Chairman)  
Councillor Birnie  
Councillor Clark  
Councillor Conway  
Councillor Maddern  
Councillor Matthews  
Councillor Riddick

Councillor Ritchie  
Councillor Whitman  
Councillor C Wyatt-Lowe (Vice-Chairman)  
Councillor Fisher  
Councillor Tindall  
Councillor P Hearn  
Councillor Bateman

For further information, please contact Katie Mogan or Member Support

## **AGENDA**

### **8. ADDENDUM**

# Agenda Item 8



**DEVELOPMENT MANAGEMENT COMMITTEE**  
**Thursday 12<sup>th</sup> October 2017 at 7.00 PM**

## ADDENDUM SHEET

\*\*\*\*\*

### Item 5a

**4/01569/17/MFA - DEMOLITION OF EXISTING BUILDINGS, CONSTRUCTION OF 40 DWELLINGS, ALTERATIONS TO EXISTING VEHICULAR ACCESS ON TO AYLESBURY ROAD, LANDSCAPING AND INTRODUCTION OF INFORMAL PUBLIC OPEN SPACE**

**CONVENT OF ST FRANCIS DE SALES PREPARATORY SCHOOL, AYLESBURY ROAD, TRING, HP23 4DL**

### Further information

#### Tree proposals

An updated Tree Report and Tree Protection Plan were received on 5 October 2017 confirming the retention of Beech tree identified as T6 on the latest Tree Protection Plan (Revision A, October 2017).

An informal view has been obtained from the Council's Trees and Woodlands Department that the Beech tree T6 could survive the impact of construction and the development using a no-dig technique for the construction of a section of the nearest driveways (Plots 38 and 39 shown on the submitted site layout plan).

The Tree Report has identified no Category A trees on the application site.

Subsequent reconsultation has been carried out and would result in an amended recommendation (set out below).

#### Response to comments

Further information has been provided on behalf of the applicant in response to comments made in relation to the application, making the following points:

- The application has been submitted in response to the approved scheme, recognising the previous rigid layout and large blocks of two and a half storey townhouses which are an alien feature in this part of Tring;

- Current application seeks to improve the quality of the development compared to the approved scheme and better reflect the character of the area.

#### Comparisons with previously approved scheme

	<i>Current application</i>	<i>Previously approved</i>	<i>Difference</i>
Floor area	4,240m <sup>2</sup>	4,280m <sup>2</sup>	Decrease
Habitable rms / ha	113 rooms / ha	106 rooms / ha	Increase
Site coverage	2,200m <sup>2</sup>	1,950m <sup>2</sup>	Increase
Building heights	7.9m to 8.8m	9.1m to 9.7m	Decrease

#### Numbers and density

- Acknowledge number of units has increased compared with the previously approved scheme, however it is important to consider how the scheme as a whole fits on to the site; particularly its visual impact and relationship to neighbouring properties;
- The need to remove Trees T1 to T5 has effectively increased the developable area of the site;
- Residential density would be approximately 26 dwellings per hectare;
- In considering this, the density of development in the area is not consistent and uniform, also noting that long gardens and traditional layouts result in relatively low numerical densities;
- More recent developments adjoining the site including neighbouring Cobbetts Ride, Abstacle Hill and Cherry Gardens are at a higher density and plot coverage;
- Permission granted in 2016 for three houses at No. 72 Longfield Road representing a density of just over 30 dwellings per hectare which is in excess of the current proposal on the application site;
- The incorporation of smaller units (50% of units proposed are either one or two-bedroom), the result is that the proposed gross floor area has decreased from approximately 4,280m<sup>2</sup> to 4,240m<sup>2</sup>;
- A calculation of habitable rooms per hectare has been carried out, resulting in a marginal (less than 7%) increase;
- Increase in site coverage of 250m<sup>2</sup> however this is mitigated by the fact that 340m<sup>2</sup> of the proposed development footprint comprises single storey elements or garages;
- The footprint of the element that is two-storey, which would have the greatest visual impact, would be marginally less than previously approved;
- Many of the approved buildings were two and a half storeys compared with the current proposal of two-storey buildings.

#### Relationship to neighbouring properties

- Back-to-back distances between development and properties on Longfield Road is in excess of 33m although generally above 40m;
- Proposal would improve the relationship to Nos. 6 and 7 Cherry Gardens from the approved scheme shown in submitted drawings;

- Development of the tennis court area (Plots 21-24) would exceed local standards relative to surrounding properties (Cherry Gardens, Abstacle Hill and Cobbetts Ride);
- There are no habitable rooms within the flank elevations of the terrace row comprising Plots 21-24 with obscure-glazed bathroom and landing windows;
- The proposal would therefore respect the privacy and outlook of neighbouring properties.

#### Height and bulk

- Previously approved scheme consisted of mainly terraced houses (up to seven in one block), many at two and a half storeys in height and laid out in a rigid pattern;
- Buildings on the previously approved scheme were relatively tall ranging from 9.1m to 9.7m high with dormer windows adding further bulk;
- The height and bulk, coupled with the terraced design would result in a scheme that would appear dominant and bulky in the skyline;
- By contrast, all properties are limited to two-storeys in height ranging from 7.9m to 8.8m which would be a clear 1m lower on average than the approved scheme;
- Currently proposed block are either detached, semi-detached or in short terraces would reduce the overall bulk compared with the previous scheme;
- Considering the above the proposal would be a significant improvement on that already approved.

#### Highways and parking

- No objections raised from the highway authority (Hertfordshire Highways) in terms of access, layout and turning provision, nor the capacity of the local network to absorb the development;
- Approved scheme had a marginal shortfall in parking numbers, current proposal has exceeded local maximum parking standards;
- Despite this increase, the parking spaces have been well-integrated into the layout whilst allowing for significant tree planting and landscaping to soften their impact.

#### Trees and landscaping

- The only additional trees proposed for removal above the previously approved scheme are five Beech trees (identified as T1 to T5 on the submitted Tree Protection Plan);
- These trees have been subject to two separate independent reports carried out by Sylva Consultancy in 2015 and second by Merewood carried out in 2017;
- Both reports cast serious doubts on the health and safety of these trees and recommended immediate felling as the trees were found to present serious danger and would need to be removed regardless of whether the development goes ahead or not;
- Extensive replacement tree planting is proposed to soften the impact of the development;

- All communal landscaped areas will be maintained by a Residents Owned and Controlled Management Committee.

### Open space

It is true that the open space along Aylesbury Road frontage is quite steep and it is always difficult to assess how you value open space. Whilst this area is not usable for, say ballgames, it nevertheless represents a substantial amenity on one of the main accesses to the town. Most of the open space on this site is for amenity purposes to improve the general setting of the development and for the day to day enjoyment of residents and visitors. For really usable open space, i.e. for sports, etc., it would be clearly impractical to provide this on site and residents would need to use the nearest suitable leisure facility, such as that found off Miswell Lane.

This is a common feature on developments, and we would point out that we are retaining some significant areas of open amenity space on this site.

### Construction access

The aim is to service the site as far as practically possible from the Aylesbury Road entrance. However, given how steep this access is, it may be necessary for certain large vehicles, for example those carrying roof trusses, to use the access via Longfield Road. This would obviously be a short term situation with the access being blocked off once the development is finished. This situation would apply to any significant development on this site and is not specific to our Client's proposals.

### **Additional representations**

#### 38 Longfield Road additional comments

I notice the Highways report requires the Developer to build in visibilities splays across the front gardens of a number (at least 6, maybe more) houses in Longfield Road.

They is clearly a misunderstanding and hopefully won't be repeated in your recommendation.

As the land fronting Longfield Road does not form part of this Application, you confirmed to me that the Developer is not permitted to use it for access to the main site.

For clarity, can you please include this as a Condition (to include parking of vehicles in Longfield Road and Longfield Gardens)

#### Strategic Housing

Further correspondence received agreeing mix of affordable housing units as follows:

Shared ownership – two two-bedroom and one-three bedroom dwellings

Affordable rent – eight one-bedroom (flats), one two-bedroom and two three-bedroom dwellings

This would be in line with the requirements of Policy CS19 of the Core Strategy.

## **Considerations**

### Construction access

It is noted above that the proposal may rely on construction access from Longfield Road, which was a matter previously considered by the highway authority under application 4/00029/16/MFA. Whilst construction has been raised as a concern it is not considered that an objection would be sustained based on the previous assessment made by the highway authority. Their current comments on the application were also based on the originally submitted red outline which extended up to the school's Longfield Road frontage and are therefore still considered relevant in the assessment of construction access.

### Impact on trees

Following the above and the informal views of the Council's Trees and Woodlands Department it is recommended that the updated Tree Report and Tree Protection Plan are included within the list of the approved plans under Condition 19 to ensure a no-dig technique is used in order to protect the Beech tree identified above and on the latest plan in accordance with Policies CS12 and CS25 of the Core Strategy and saved Policy 99 of the Local Plan.

## **Recommendation**

Amended recommendation

1. That the application be DELEGATED to the Group Manager of Development Management and Planning with a view to approval subject to the expiration of the neighbour notification period and the completion of a planning obligation under Section 106 of the Town and Country Planning Act 1990.
2. That the following Heads of Terms for the planning obligation, or such other terms as the Committee may determine be agreed:

The on-site provision of 14 affordable housing units.

Subject to amended condition:

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

**Site Location Plan (no reference) received 23 August 2017**

**16/3431/1A Site Plan**

**16/3431/2A Plot 1**

**16/3431/3 Plots 2 and 3**

**16/3431/4 Plots 4 and 5**  
**16/3431/5A Plots 6-9**  
**16/3431/6A Plots 10-12**  
**16/3431/7 Plots 13-20 Floor Plans**  
**16/3431/8 Plots 13-20 Elevations**  
**16/3431/9A Plots 21-24**  
**16/3431/10A Plots 25-28**  
**16/3431/11A Plots 29-32**  
**16/3431/12 Plots 33 and 34**  
**16/3431/13A Plot 35**  
**16/3431/14 Plots 36 and 37**  
**16/3431/15A Plot 38**  
**16/3431/16A Plot 39**  
**16/3431/17A Plot 40**  
**16/3431/18 Garages for Plots 38 and 40**  
**16/3431/19A Street Scene**  
**16/3431/20A Street Scene**  
**16/3431/21A Site Sections and Site Extracts**  
**16/3431/22 Site Context**  
**Tree Protection Plan Revision A, Merewood Arboricultural Consultancy Services, received 5 October 2017**  
**Arboricultural survey to British Standard B.S. 5837:2012 'Trees in relation to design, demolition and construction - Recommendations' Revision A, received 5 October 2017**  
**Flood Risk Assessment (reference M41452-FRA001)**  
**PHASE 1 Habitat Survey, Initial Bat Inspection and Dusk Emergence Survey Report**

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

\*\*\*\*\*

**Item 5b**

**4/ /01630/17/MFA - RESIDENTIAL DEVELOPMENT ON FORMER MARTINDALE SCHOOL SITE TO PROVIDE 65 NEW DWELLINGS (AMENDED SCHEME)**

**MARTINDALE JMI SCHOOL, BOXTED ROAD, HEMEL HEMPSTEAD, HP1 2QS**

Thames Water

Waste Comments

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been

submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

#### Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

#### DBC Contaminated Land

In general, I am in agreement with the findings and recommendations contained within the report. The additional phase of site investigation provides good coverage of the previously un-investigated areas and all contaminant concentrations (from both phases of site investigation) have been assessed against current published generic assessment criteria as requested (see memo dated 27 July 2017). No exceedances have been identified. However, additional sampling and risk assessment has been recommended within the vicinity of the former boiler house (WS2) to further assess the risk with regards to hydrocarbon contamination in this area. I am in agreement with this recommendation. The report also recommends that discussions take place with the local water company with the view of installing barrier pipework within the vicinity of WS2 (Plots 15 to 18). Recommendations have also been provided with regards to the undertaking of a watching brief during construction works for any underground storage tanks and associated infrastructure and the requirements for validation of any imported soils.

With regards to ground gas, the potential sources were deemed to be on-site Made Ground and the 2no. backfilled ponds present on-site. Although Made Ground was identified in both phases of site investigation, its thickness and organic content was not significant. The 2013 report assigned a very low risk to future site users and buildings associated with potential ground gas generation from the 2no. backfilled ponds. The potential pollutant linkage was deemed to be inactive as the size of the ponds would mean that there would be insufficient organic matter present to generate significant quantities of biogenic gas. The 2013 report concluded that no gas protection measures were required. For completeness, and to back up the above statements, as further intrusive investigation is proposed, I would ask that additional exploratory holes in the locations of the infilled ponds be undertaken to confirm the organic content.

The Sulphate and pH data (as discussed within section 7.5 entitled '*Construction Materials*') does not appear to have been provided.

It was previously requested that the recommended pre-demolition asbestos survey should be included within the appendices of the report; this has not been included in the Additional Geo-environmental Report.

Planning application 4/01630/17/MFA has not yet been decided. As further investigative works are required in respect of the hydrocarbon contamination identified within WS2 (and also the backfilled ponds) and additional information required (submission of pre-demolition asbestos survey), I recommend that the contamination conditions (CONT1 and CONT2) 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](http://www.dacorum.gov.uk/default.aspx?page=2247)).

## **Recommendation**

As per the published report

All conditions stating 'Within 9 months' to be changed to 'Prior to construction'.

\*\*\*\*\*

### **Item 5c**

**4/02386/17/ROC - VARIATION OF CONDITION 3 (MATERIALS) ATTACHED TO PLANNING PERMISSION 4/04074/15/FHA (TWO STOREY SIDE EXTENSION, FRONT PORCH AND SINGLE STOREY REAR EXTENSION)**

**53 HOMEFIELD ROAD, HEMEL HEMPSTEAD, HP2 4BZ**

Additional Information – Applicant has confirmed that proposed render colour is cream

**Objection received from Cllr Ron Tindall**

In considering this application, I ask the Development Management Committee to note all that has transpired with this application, but continue to support the objection. Even if there had been no complications arising from 4.04074/15/FHA, I consider that the Committee’s decision would not have been different that that recorded when the application came before members. Given every other house in Homefield Road is of brick, render would be totally out of character”.

**Recommendation**

As per the published report

\*\*\*\*\*

**Item 5d**

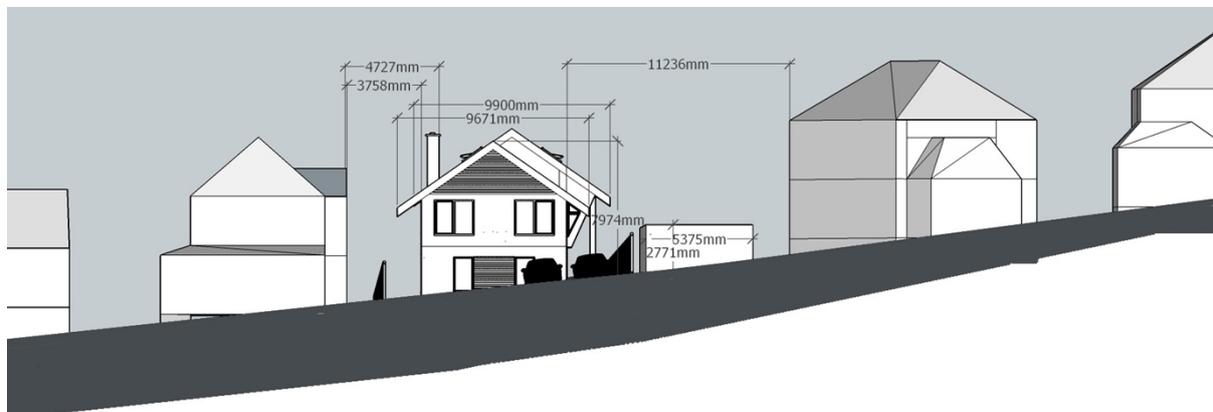
**4/03286/16/FUL - DETACHED DWELLING**

**21a HALL PARK, BERKHAMSTED, HP4 2NU**

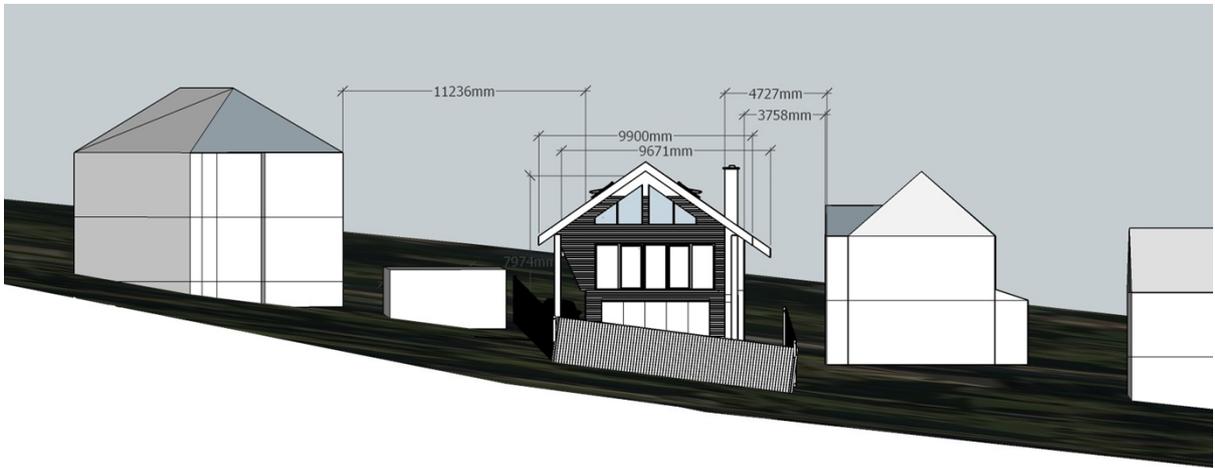
**Further information**

Further information submitted on behalf of the applicant including 3D visualisations of the proposed dwelling and plot and the relationship between the proposed building and neighbouring properties, and supporting information relating to trees.

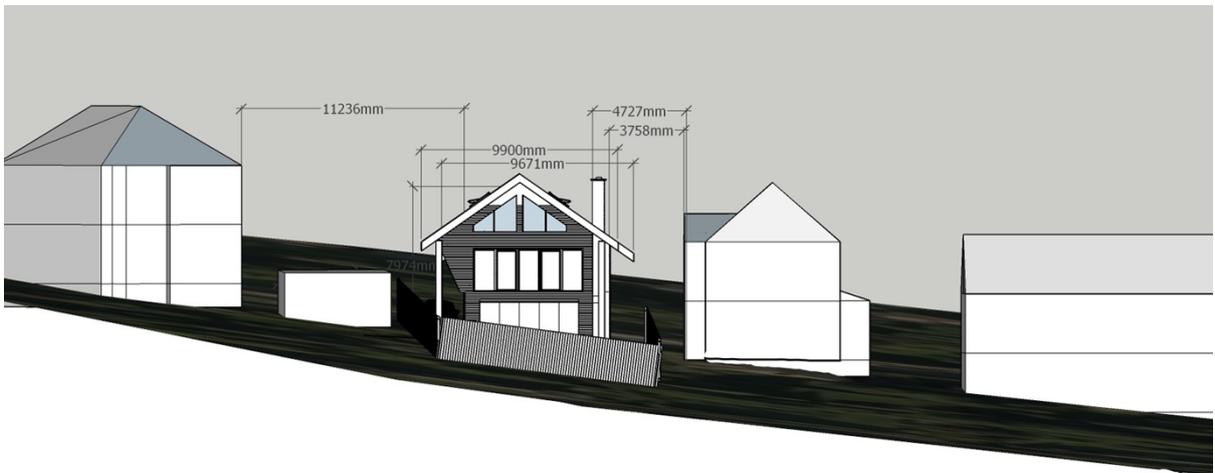
3D images



View from Hall Park (above and below)



View from rear of site (above and below)





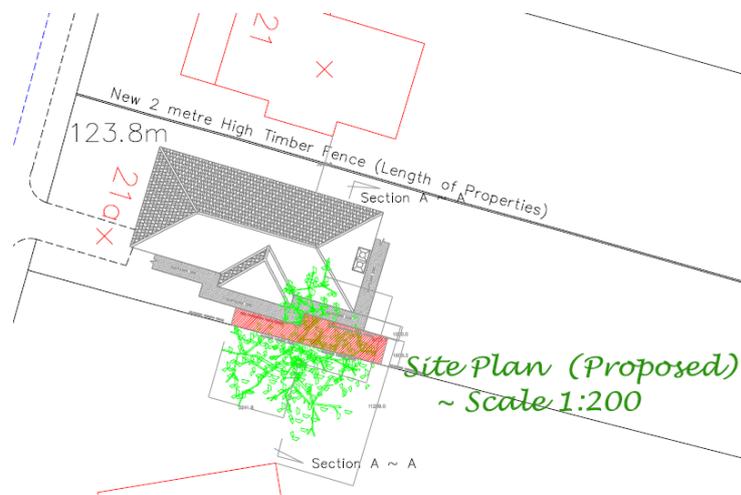
Angled view from Hall Park (above)

### Impact on trees

Reference has been made to previous comments made by the Council's Trees and Woodlands Department in relation to application 4/00271/05/FUL which reported as follows (dated 28 February 2005):

The amended scheme is a slight improvement on the previous scheme in that it is 1m further from the southern boundary which means that the impact on the Silver Birch growing within the neighbouring property will be slightly less. However the Birch overhangs the boundary by about 4m and will still overhang the roof of the proposed dwelling. This could be a problem for future occupants but on its own is probably not a reason for refusal.

A comparison has also been drawn between the previously approved scheme under 4/00615/13/VOT and the current proposal with respect to proximity and impact on the TPO tree including the following drawings:



Extract of previously approved plan (above)



**Recommendation**

As per the published report

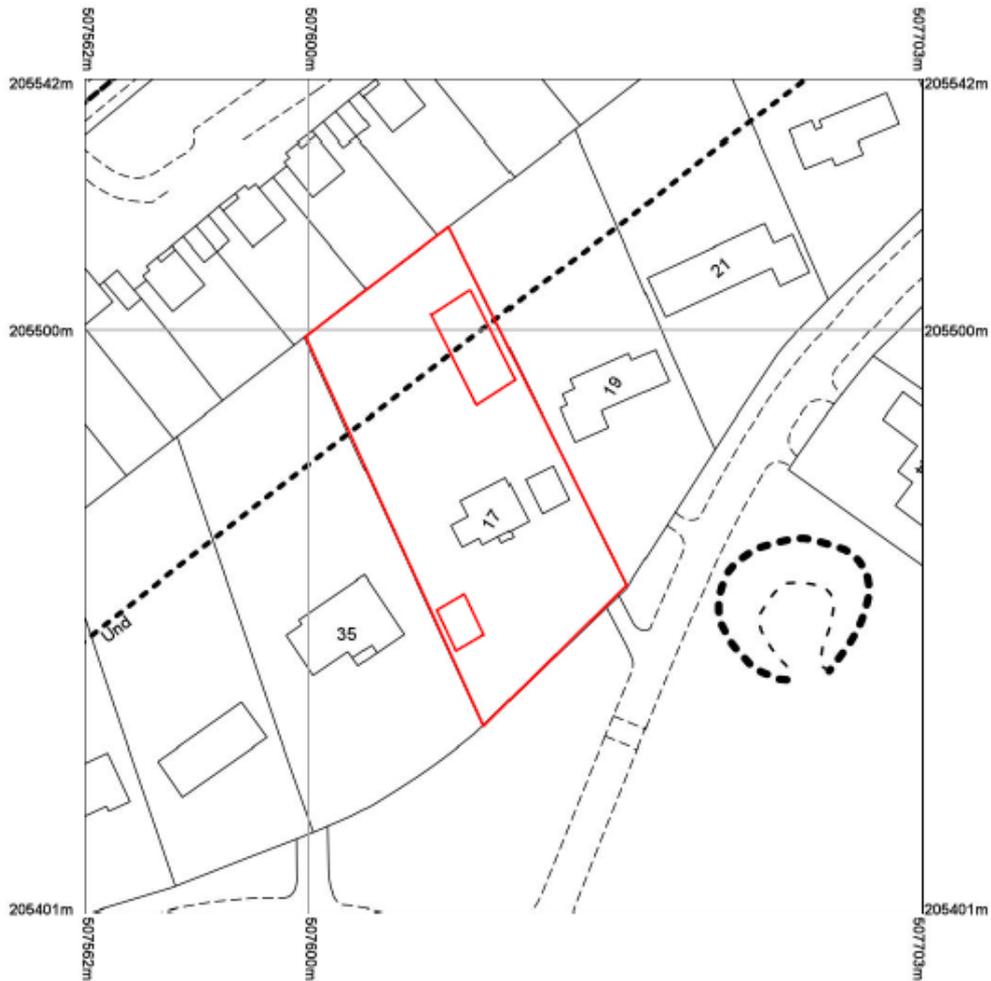
\*\*\*\*\*

**Item 5e**

**4/00601/17/FHA - CONSTRUCTION OF OUTBUILDING AT REAR OF PROPERTY  
CONSISTING OF GYM AREA AND DETACHED GARAGE**

**17 HIGHCLERE DRIVE, HEMEL HEMPSTEAD, HP3 8BY**

**Amended Site Plan**





Although drawing "Proposed Site Plan", number 2446 08 REV D, dated 28/09/2017, indicates that there are two existing VXOs for no 3 Grove Farm Cottage, a site visit on 29/09/2017 confirmed that there are no formal vxos in existence.

All proposed vxos on this drawing therefore are new ones and should be constructed by a contractor who is authorised to work in the public highway, as detailed in informative note 1 above.

Marshcroft Lane is an unclassified local access road, with a 30mph speed limit. There have been no accidents within the vicinity of the site for the last 5 years.

#### CONCLUSION

HCC as highway authority considers that the proposals would not have an unreasonable impact upon highway safety or capacity, subject to the conditions and informative notes.

#### Recommendation

As per published report with additional conditions;

- Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the accesses, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.  
Reason: In the interest of highway safety.
- Pedestrian visibility splays of 2m x 2m shall be provided, and thereafter maintained, on both sides of the new vehicle crossover, which will be restricted to a double width, ie as per Roads in Herts - Highway design guide 3rd edt guidance, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway.  
Reason: In the interest of highway safety.
- The proposed parking spaces shall have measurements of 2.4m x 4.8m respectively. Such spaces shall be maintained as a permanent ancillary to the development shall be paved and shall be 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.
- 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.
- 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

- 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.

And additional Informatives

**INFORMATIVES:**

1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers 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. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:-

<https://www.hertfordshire.gov.uk/droppedkerbs//>

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

<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

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

<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

\*\*\*\*\*

**Item 5g**

**4/01008/17/FUL - NEW 3-BED DWELLING**

**THE FIRS, MEGG LANE, CHIPPERFIELD, KINGS LANGLEY, WD4 9JN**

Highway Authority

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.

HCC road hierarchy states that Megg Lane does not form part of the adopted public highway

No changes are required to pedestrian or vehicular access to or from the highway and no works are required in the highway

As Megg Lane is a private road, Hertfordshire County Council as highway authority has no jurisdiction over this section of road and considers that the proposal will not have an unreasonable impact on the safety and operation of the adjoining highways.

**Recommendation**

As per the published report

\*\*\*\*\*

**Item 5h**

**4/01677/17/FHA - SINGLE STOREY REAR EXTENSION AND LOFT CONVERSION WITH FRONT AND REAR DORMERS**

**3 NASH CLOSE, BERKHAMSTED, HP4 1FB**

**Recommendation**

As per the published report

\*\*\*\*\*

**Item 5i**

**4/01491/17/FUL – DEMOLITION OF EXISTING DWELLING. CONSTRUCTION OF TWO 3 BEDROOM CHALET BUNGALOW STYLE DWELLINGS.**

**LYNDHURST, 32 HARDY ROAD, HEMEL HEMPSTEAD, HP2 5EG**

**Recommendation**

As per the published report

\*\*\*\*\*

**Item 5j**

**4/01339/17/FHA – SINGLE STOREY FRONT AND REAR EXTENSIONS.  
ALTERATIONS TO ROOF. VELUX WINDOWS, FRONT AND REAR DORMERS.**

**25 DAMMERSEY CLOSE, MARKYATE, ST ALBANS, AL3 8JS**

**Recommendation**

As per the published report

\*\*\*\*\*

**Item 5k**

**4/02027/17/FUL– DEMOLITION OF EXISTING BUILDING. CONSTRUCTION OF 4  
NO. 5 BEDROOM DWELLINGS**

**HASTOE HILL RIDING STABLES, HASTOE HILL, HASTOE, TRING, HP23 6LP**

**Recommendation**

As per the published report

\*\*\*\*\*

**Item 5l**

**4/01792/17/RET– RETENTION OF A SINGLE STOREY REAR EXTENSION**

**83 DEACONSFIELD ROAD, HEMEL HEMPSTEAD, HP3 9JA**

**Recommendation**

As per the published report

\*\*\*\*\*

**Item 5m**

**4/01742/17/FUL– REMOVAL OF TREE AND CHANGE OF USE FROM AMENITY  
GREEN TO ACCESS ROAD**

**GRASS VERGE FRONTING 17-23 CUTTSFIELD TERRACE, HEMEL  
HEMPSTEAD, HP1 2AP**

**Recommendation**

As per the published report

\*\*\*\*\*