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DEVELOPMENT MANAGEMENT AGENDA

**THURSDAY 16 NOVEMBER 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. ITEM 5C - REVISED APPENDIX A (Pages 2 - 12)**

Agenda Item 8

Mike Younghusband
Head of Highways Operations & Strategy
Hertfordshire County Council
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Pegs Lane
Hertford
SG13 8DN

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

Dacorum Borough Council
Civic Centre
Marlowes
Hemel Hempstead
HP1 1HH

District ref: 4/03283/16/MFA
HCC ref: DA/603/2016 (Amended)
HCC received: 14/11/2017
Area manager: Nick Gough
Case officer: Lindsay McCauley

Location

North side of junction of Brook Street and Mortimer Hill
68 and 70 Mortimer Hill
Tring
HP23 5EE

Application type

Full application

Proposal

Demolition of existing buildings and construction of 34 retirement apartments and ancillary facilities including communal lounges, guest accommodation and staff offices with associated access, parking, servicing and amenity space.

Amendment

-

Decision

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

Decision

Hertfordshire County Council (HCC) as Highway Authority recommends that the proposed development be granted planning permission, subject to suitable planning conditions.

Conditions

Condition 1: Construction Traffic Management Plan

Construction of the development hereby approved shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority.

Thereafter, the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Traffic management requirements;
- c. Construction and storage compounds (including areas designated for car parking);
- d. Siting and details of wheel washing facilities;
- e. Cleaning of site entrances, site tracks and the adjacent public highway;
- f. Provision of sufficient on-site parking prior to commencement of construction activities;
- g. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way.

Condition 2: Car Parking Management Plan

Prior to first occupation of the development, a Car and Cycle Parking Management Plan shall be submitted to and approved in writing by the local planning authority. It shall include the information prescribed in the Transport Assessment and the following:

- Details of car parking allocation and distribution;
- Methods to minimise on-street car parking;
- A scheme for the provision and parking of cycles; and,
- Monitoring required of the Car Parking Management Plan to be submitted to and approved in writing in accordance with a timeframe to be agreed by the local planning authority.

The Car Parking Management Plan shall be fully implemented before the development is first occupied or brought into use, in accordance with a timeframe agreed by the Local Planning Authority, and thereafter retained for this purpose.

Reason: In the interests of highway safety and to ensure sufficient available on-site car parking and the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport.

Condition 3: Delivery and Servicing Plan

Prior to the commencement of the use hereby permitted, a Servicing and Delivery Plan shall be submitted to and approved in writing by the Local Planning Authority. The Servicing and Delivery plan shall incorporate the servicing arrangements for the use and adequate provision for the storage of delivery vehicles within the site.

Reason: In the interests of maintaining highway efficiency and safety.

Condition 4: Detailed Plans

Prior to the commencement of the development hereby permitted full details in the form of scaled plans and written specifications shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority to illustrate the following:

- i. Roads, footways, foul and on-site water drainage.
- ii. Existing and proposed access arrangements including visibility splays.
- iii. Parking provision in accordance with adopted standard.
- iv. Cycle parking provision in accordance with adopted standard.
- v. Servicing areas, loading areas and turning areas for all vehicles.

Reason: In the interests of maintaining highway efficiency and safety.

Condition 5: Horizontal Clearance

Prior to commencement of the development hereby permitted, the applicant will need to demonstrate that a horizontal clearance of 500mm on either side of the proposed access and the carriageway will be clear of obstruction.

Reason: In the interests of highway safety.

Condition 6: Reinstatement of the Highway

Vehicular and pedestrian (and cyclist) access to and egress from the adjoining highway shall be limited to the access(es) shown on drawing No. SK05 only. Any other access(es) or egresses shall be permanently closed, and the footway / highway verge shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority, concurrently with the bringing into use of the new access. These works will be subject to a S184 or S278 Agreement, whichever is most appropriate for the scale of works.

Reason: In the interests of highway safety.

HIGHWAY INFORMATIVES:

HCC recommend inclusion of the following Advisory Notes (ANs) to ensure that any works as part of this development are carried out in accordance with the provisions of the Highways Act 1980 and other relevant processes.

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 123 4047.

AN2) Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 123 4047.

AN3) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 123 4047.

AN4) Construction standards for works within the highway: All works to be undertaken on the adjoining highway shall be constructed to the satisfaction and specification of the Highway Authority, by an approved contractor, and in accordance with Hertfordshire County Council's publication "Roads in Hertfordshire - Highway Design Guide (2011)". Before works commence the applicant would need to apply to the Highway Authority to obtain their permission and requirements. Further information is

available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 123 4047.

S184 or S278 Agreement

Any works within the highway boundary (including alterations to the footway and the proposed site access) would need to be secured and approved via a S184 or a S278 Agreement, whichever is most appropriate to the scale of works, with the Hertfordshire County Council.

Planning Contributions

If deemed appropriate, planning contributions would be sought via CIL to put toward schemes and measures identified in the Tring, Northchurch and Berkhamsted Urban Transport Plan (which can be read/ downloaded at

<http://www.hertfordshire.gov.uk/services/transtreets/tranpan/tcatp/tnbutp/>)

or identified in the Paramics traffic modelling carried out for HCC and DBC in support of the Borough Council's Core Strategy and Site Allocations DPDs.

Description of the Proposal

The proposal is for the demolition of existing buildings and the erection of thirty four (34) Class C3 units and ancillary facilities including communal lounges, guest accommodation and staff offices with associated access, parking services and amenity space.

The proposals include parking for thirty (30) vehicles, including two (2) smaller Smart car spaces and seven (7) disabled spaces. Twelve (12) cycle parking spaces will be provided on site. Seventeen (17) buggy spaces will also be provided on site to accommodate the parking of mobility scooters.

Site Description

The development site is located at the junction of Brook Street and Mortimer Hill in Tring. Mortimer Hill is a single carriageway L2 local access road subject to a speed limit of 30mph. Brook Street (B488) is a single carriageway secondary distributor road subject to a speed limit of 30mph.

The site is bordered by Mortimer Hill Road and residential dwellings to the south, Brook Street and commercial land uses to the west, residential properties to the east and north.

At present, the site is occupied by a Shell Petrol Filling Station (PFS) and its associated car wash amenities, a Market Auto Centre (a car garage), and a vacant unit that was most recently used as a café. A car park is also located on the site.

History

A number of previous planning applications has been recorded for the proposed site and are listed as follows:

- Permission was granted for the change of use of a part of the site from motorcycle showroom to gym/health club and office space to ancillary accommodation (LPA Ref: 4/01842/98/FUL)
- Permission was granted for single storey conservatory extension to front building (LPA Ref: 4/00123/99/FUL)
- Permission was granted for extension of the retail building and the provision of additional four (4) car parking spaces (LPA Ref: 4/01821/00/FUL)

- Permission was granted for alterations to the existing retail building to enlarged retail area' (LPA Ref:4/01086/05/FUL)
- Permission was granted for a part of the application site for change of use from gym (D2) to restaurant/café (A3) (LPA Ref: 4/02239/13/FUL)
- Permission was granted from change of use to D1 (Nursery) of part of the site to provide 72 nursery (LPA Ref: 4/00880/15/FUL)

Policy Review

The applicant has provided some evidence of consideration of the following policy documents in their application for the proposed development:

- National Planning Policy Framework (NPPF)
- Relevant Dacorum Borough Council core strategies relating to transport and parking requirements (CS8 - Sustainable Transport, CS9 - Management of Roads)
- 'Cycling and Walking Investment Strategy DfT' (2016)
- 'Providing Journeys on Foot' IHT (2000)

However, there is no evidence of review of the following key policy documents:

- National Planning Practice Guidance
- Hertfordshire County Council (HCC) Local Transport Plan 2011-2031
- HCC Tring, Northchurch and Berkhamsted Urban Transport Plan

Transport Assessment

As part of the planning application package, the applicant has provided a Transport Statement (TS) to demonstrate the impact of the proposed development on the traffic network.

A Design and Access Statement (DAS) is required for all planning applications that have an impact on the highway. A DAS has been provided for the proposed development.

The applicant has provided numerous amendments to the planning application since the initial submission. These amendments have been reviewed and relevant comments have been added to the response.

Trip Generation

A trip generation profile for the existing site land uses and the proposed land use are provided as part of the TS.

Existing Situation

The existing site comprises a B1 Petrol Filling Station (PFS), a B2 use car garage and a B3 vacant unit last used as a café (1525sqm). To obtain trip rates for the existing site land uses, TRICS online database was interrogated, this is an appropriate approach.

The following parameters were used for the B1 Petrol Filling Station:

- 13 - Petrol Filling Stations - A - Petrol Filling Stations;
- All regions in England except for Greater London
- Filling bays: 4 to 16 units;
- Average Vehicle Trip Rates (Monday to Friday); and,
- Edge of Town and Suburban Area (PPS6 Out of Centre) chosen.

The parameters used in the TRICS interrogation are considered acceptable for the existing PFS land use. Therefore, the proposed trip rates generated by the TRICS assessment for the existing PFS land use are as follows:

Petrol Filling Station

- AM Peak: 6.913 arrivals, 6.913 departures and 13.826 two-way movements
- PM Peak: 6.739 arrivals, 6.696 departures and 13.435 two-way movements

The applicant has only provided trip rates for the Petrol Filling Station land use for the existing situation. The TS states that the PFS land use will have significantly more trips than the proposed land use. Thus not providing the other land uses will not skew the impact in the favour of the development.

The TRICS assessment parameters used to obtain the trip rates are considered appropriate for the purposes of determining the existing trip generation profile.

The resultant trips generated for the existing PFS land use during the peak hours are as follows:

AM Peak

- Petrol Filling Station: 55 arrivals, 55 departures, and 110 two-way movements

PM Peak

- Petrol Filling Station: 54 arrivals, 54 departures, and 108 two-way movements

The trips generated by the existing land use will be used in conjunction with the proposed development trips generated to determine the impact of the proposed development on the highway network.

Proposed Development Situation

The proposed development site will comprise 34 retirement flats (10 one bedroom flats and 24 two bedroom flats) and ancillary facilities including communal lounges, guest accommodation and staff spaces and its associated amenities.

To obtain trip rates for the proposed land use the TRICS online database was interrogated, this is considered appropriate.

The following parameters were used for the proposed residential development:

- 03 - Residential - N - Retirement Plans;
- All regions in England except for Greater London
- GFA: 36 to 149 units;
- Average Vehicle Trip Rates (Monday to Friday); and,
- Edge of Town Centre, Suburban Area (PPS6 Out of Centre) and Edge of Town chosen.

The parameters used in the TRICS interrogation are considered acceptable for the proposed retirement flats land use. Therefore, the trip rates generated by the TRICS assessment for the proposed development are as follows:

Residential

- AM Peak: 0.173 arrivals, 0.102 departures and 0.275 two-way movements
- PM Peak: 0.088 arrivals, 0.106 departures and 0.194 two-way movements

The resultant trips for the proposed development during the peak hours are as follows:

AM Peak

- Office: 6 arrivals, 3 departures, and 9 two-way movements

PM Peak

- Office: 3 arrivals, 4 departures, and 7 two-way movements

Trip Generation Impact

The difference between the trips for the existing and proposed land use will be as follows:

- AM Peak: -49 arrivals, -52 departures and therefore -101 two-way movements
- PM Peak: -51 arrivals, -50 departures and therefore -101 two-way movements

The difference in the number of trips generated by the existing and the proposed development demonstrates that the proposed development will likely result in a reduced number of trips arriving to and departing from the development site in both the AM and PM peak periods. Therefore, no severe impact is likely to be generated by the proposed development on the surrounding highway network.

Trip Distribution

Trip distribution assumptions have not been provided as a part of the TS. This is considered acceptable due to the negligible impact of the proposed development on the local highway network.

Junction Assessment

Junction assessments are not required for the proposed development as the proposed development is likely to generate less trips than the existing land uses.

Highway Safety

No collision data is provided as a part of the TS. It is required that the applicant provide Personal Injury Collision analyses for the most recent 5 years of collision data from HCC. However, a review of the most recent 5 years of collision data available to HCC reveals that 1 slight and 2 serious collisions occurred within the vicinity of the site. There does not appear to be a trend in the collisions and it is therefore considered that the proposed development is unlikely to have an impact on the safety and operation of the local highway network.

Vehicle Access

The applicant proposes to close the three existing site accesses and provide a new site access from Brook Street. The existing crossovers will need to be re-instated with kerbs and footways. The new vehicular access onto Brook Street will pass beneath the new building and lead to the car park at the rear of the site.

The Development Management (DM) Implementation team have been consulted with regards to the proposed site access arrangements. The DM Implementation team have stated that the proposed access arrangements are not appropriate and that they require revision to accommodate the simultaneous movement of two cars entering and exiting the proposed site. The kerb radii and width of the site access are required to be in line with Roads in Herts Highway Design Guide.

The applicant has provided numerous revised layouts and HCC has provided feedback to be taken into account to prepare a suitable drawing for obtaining a positive recommendation. The applicant has since provided a drawing (reference SK05 prepared by YES Engineering) which is considered to address HCC's previous concerns with the proposed access arrangements. The drawings demonstrates that two way movement is possible and has provided suitable visibility splays. The applicant will, however, need to ensure that a minimum horizontal clearance of 500mm, per Roads in Herts Section 4, Chapter 1, Paragraph 1.9.

Pedestrian Access

Pedestrian access is provided via Brook Street with direct links to Core Blocks A and B of the proposed development. Thus, evidence of ensuring pedestrian safety through the site is provided. This is considered acceptable.

Swept Path Analysis

Swept path assessments for the proposed car park have been provided to demonstrate that a car can safely access the proposed car park as part of the original application submission. However, no swept path assessments for emergency vehicles, such as an ambulance, have been provided. Due to the nature of the proposed residential retirement flats, swept path assessments for an emergency vehicle (ambulance) are required. Additionally, swept path assessments for the simultaneous movement of two cars at the site access and through the driveway from the access to the car park have not been provided. These swept path assessments are required to ensure the safe entry and exit of vehicles from the proposed development site, without causing any unnecessary obstruction or hazard on Brook Street.

The applicant has since provided a revised drawings, reference SK05, which provides suitable swept path assessments to demonstrate that two-way movement of vehicles into and out of the access arrangements is achievable.

Accessibility

Public Transport

The site is serviced by bus stops located on Brook Street adjacent to the site. The bus stop on the east side of the road, serving the southbound direction, is serviced by bus routes 50, 61 and 164 with services to Aylesbury. The bus stop on the west side of the road, serving the northbound direction, is serviced by bus routes 164 to Pitstone and Wilstone, 61 to Dunstable and 50 to Ivinghoe.

The nearest railway station to the site is Tring railway station which is approximately a 2.73km walk from the proposed development site. Tring railway station is serviced by London Midland and Southern trains. London Midland trains provide access to London Euston, Tring, Bletchley, Northampton, and Milton Keynes Central. Southern trains provide access to Milton Keynes Central and East Croydon. Tring railway station can be accessed by taking bus route 387 from Church Square bus stop on B4635, an approximate 325m walking distance from the proposed development site. This walking distance is in line with maximum recommended walking distance standards for access to public transport (400m).

Walking and Cycling

Brook Street is flat and walkable. Mortimer Hill is sloped and walkable. There are footway provisions on both sides of Brook Street and Mortimer Hill within the vicinity of the site. Safe pedestrian crossing facilities are located on Brook Street at the southwest of the site.

There are no formal cycling facilities within the vicinity of the development site. However, the roads surrounding the site are subject to 30mph and are therefore considered cycleable.

The provision of on-site bicycle parking facilities promotes cycling.

The following comments were received by the Sustainable Transport Development Officer:

'BUS

The nearest bus stops are outside the site on Brook St. The northbound stop has a shelter but not easy access kerbing. The southbound stop has neither shelter nor easy access kerbing and is situated on a short section of footway next to a petrol station.

Services are as follows:

50 Aylesbury-Ivinghoe	Sun only x3 to Marsworth, x2 to Aylesbury.
61 Aylesbury-Dunstable	Mon-Sat 1 ½ - 2 hrly, no Sun
164 Aylesbury-Marsworth	Mon-Sat 1 ½ - 2 hrly, no Sun

RAIL

Tring station is approx 1.6 miles away. Trains are run by London Midland and journey time into London Euston is approx 35-42 minutes with up to 4 trains per hour operating during the morning rush hour period.

OTHER COMMENTS

The site is well located in relation to bus stops with a pair outside the site on Brook St. One of these already has a shelter, the other is not ideally located, being on a short section of footway between two vehicle crossovers. Bus services available are of limited frequency, the 61 having the best coverage of the day giving access to Dunstable in approx. 50 mins, Aylesbury in 21 mins. Access to the rail station is possible via the 387 bus which calls at stops approx. 290m away in the High St.

If developer contributions are being sought, these could be used towards the provision of easy access kerbing at the northbound stop. This would cost approx. £8000. The southbound stop would be difficult to upgrade due to its current location.'

Parking

The applicant has stated that the proposed development will comprise of 30 car parking spaces, which includes two (2) for Smart cars. Dacorum Borough Council's parking standards set out a maximum 1.5 car parking spaces per retirement dwelling with no warden control plus 0.25 visitor spaces per unit.

The maximum car parking provision for the proposed site was found to be 46.5 car parking spaces. Therefore, provision of 30 car parking spaces is below the maximum allowance.

It is stated in DBC's 'Accessibility Zones' for the Application of Car Parking Standards 'SPG that lower levels of car parking can be considered where demand is expected to be low and demand can be accommodated on-site and any overspill can be controlled. Therefore, HCC would recommend a Car and Cycle Parking Management Plan to ensure that the proposed parking is managed appropriately and to ensure no displacement of parking onto the highway occurs.

Saved Policy 58 of the DBC Local Plan states that parking provision may be omitted, or reduced, on the basis of the type and location of the development and provides examples such as special needs/affordable housing, conversion or reuse in close proximity to facilities, services and passenger transport. The proposed development is within a 5 minute, and therefore suitable, walking distance to local amenities, including a Tesco Superstore and M&S Simply Food.

Therefore, it is considered that the proposed reduced parking provision is acceptable at the proposed location. However, it is ultimately the decision of the LPA to determine the suitability of the proposed car parking provisions.

Cycle and Mobility Scooter Parking Provisions

The applicant proposes to provide twenty-nine (29) cycle and mobility scooter parking spaces for the proposed development. According to Dacorum Borough Council's minimum cycle parking standards, 1 short term (s/t) space per 3 units plus 1 long term (l/t) space per 5 units is required at a minimum for retirement flats.

Therefore, as there are 34 retirement flats, 11 s/t cycle parking spaces and 7 l/t cycle parking spaces are required at a minimum for the proposed development site. The provision of 29 cycle and mobility scooter parking spaces is above the 18 cycle/mobility scooter parking spaces required at a minimum; therefore, the cycle and mobility scooter parking provisions are considered acceptable. Proposed cycle parking provisions are in line with the requirements set out in the Dacorum Borough Council's minimum cycling parking standards; however, it is ultimately the decision of the LPA to determine the suitability of the proposed cycle and mobility scooter parking provisions.

Parking Survey

The consultant has undertaken two different car parking surveys in the vicinity of the proposed development site. The applicant has stated that the surveys were undertaken in accordance with the Lambeth methodology in order to establish on-street car parking stress. The parking stress surveys were taken overnight at 3:00am, when most residents are home and parked overnight. The parking surveys demonstrate that there is sufficient on-street car parking capacity overnight to accommodate vehicles displaced from the car park on the proposed site as a result of the proposed development.

Refuse and Service Delivery

The applicant has provided refuse collection arrangements for the proposed development site. It is proposed that the refuse collection will take place from Brook Street, which is in line with 'The Hollies' further up from the site on Brook Street. The proposed location for the bin storage is in Core Block A, adjacent to the site access. The DAS states that the bin storage is within appropriate travelling distance for both residents and refuse collectors. As the proposed collection arrangements are in line with the existing land uses, this is considered acceptable.

Road Safety Audit

A Stage 1 Road Safety Audit will not likely be required as the changes to the proposed access arrangements include a reduction in the number of accesses, resulting in a reduction in pedestrian - vehicle or vehicle - vehicle conflict. However, a Stage 2 Road Safety Audit may be required as part of an appropriate highway works agreement.

Travel Plan

No Travel Plan is required due to the size, nature and location of the proposed development.

Construction

A Construction Method Statement (CMS) has been provided as part of the application package. The CMS has been provided in order to demonstrate that the construction works and associated vehicles will not have a detrimental impact on the vicinity of the site. The CMS has been reviewed to ensure compliance with HCC requirements of a Construction Traffic Management Plan. The following information is required for completion of the CMS and will be conditioned:

- The planning application reference number will need to be included in the document;
- Contact details are required when the a coordinator has been appointed for the CMS;
- Details on any consultation undertaken in the local area;
- A plan, numbered and dated, demonstrating the construction route is to be provided.

Confirmation that this route will be adhered to is required. Additionally, it is required that all contractors, subcontractors and visitors will be provided the route and will adhere to it and other terms of the plan.

- Detailed site plan is required to demonstrate: all points of access (vehicular and pedestrian), Where materials, skips and plant materials will be stored, position of hoarding, position of nearby trees, where construction vehicles would wait to load/unload, surrounding properties and their accesses, parking bay suspensions, minimum of 1.2m clear footway width to be retained at all times, and a minimum 3m clear carriageway width to ensure that development activity does not block the road.

- Please state if vehicles are entering the site, if they are they will be required to be able to manoeuvre within the site to depart in a forward gear.
- Please confirm that appropriate measures will be taken to protect the public highway from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system. In addition, please confirm that the council will be informed promptly should any such damage to the highway occur and will be duly reimbursed for the cost of the repairs. Please note: The council will require reimbursement for any damage caused to the highway or drainage system. Under no circumstances should concrete residue or other detritus be washed into the drainage system. Consideration must also be given to protecting the road and pavement surfaces from HGV movements, skips, outriggers and other related plant, materials and equipment etc;
- Please confirm you accept the below requirements:
 - The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable.
 - A wheel wash facility shall be provided at all vehicular access gates to the development site to ensure that mud/detritus originating from the site is not deposited on the public highway.
 - Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared using street cleansing vehicles or similar. No development dirt shall be evident on the highway at the end of any working day.
 - Finalised number, size and type of construction vehicles by phase will be required upon appointment of the contractor;
 - Confirm that loading/unloading areas will be clear of vehicles and materials before the next lorry arrives (i.e. there will be no queuing of delivery vehicles);
 - Confirm that consideration for coordinate Construction Traffic movements with other nearby developments has been provided;
 - Provide a broad-brush programme and total timescale for the project, broken down by each major phase of construction and anticipated start date provided;

Planning Obligations / Community Infrastructure Levy (CIL)

It is the policy of the County and Borough Councils to seek planning obligations to mitigate the effects of development. Planning obligations will be obtained via CIL contributions and would be used on schemes and measures identified in the Tring, Northchurch and Berkhamsted Urban Transport Plan (which can be read/ downloaded at

<http://www.hertfordshire.gov.uk/services/transtreets/tranpan/tcatp/tnbutp/>) or identified in the Paramics traffic modelling carried out for HCC and DBC in support of the Borough Council's Core Strategy and Site Allocations DPDs.

Conclusion

The impact of this development on the local highway network has been assessed and it has been determined that it would not likely have a severe impact on the safety and operation of the highway network. Therefore, HCC have no objection to the proposed development, subject to suitable conditions.

Signed

Date 14/11/2017