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DEVELOPMENT MANAGEMENT AGENDA

THURSDAY 7 NOVEMBER 2019 AT 7.00 PM
DBC 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

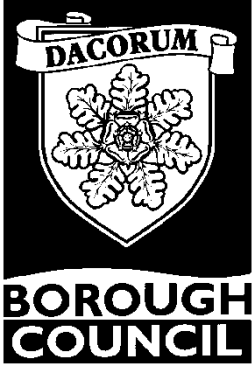
Councillor Guest (Chairman)	Councillor McDowell
Councillor Maddern	Councillor Uttley
Councillor Riddick	Councillor Woolner
Councillor C Wyatt-Lowe (Vice-Chairman)	Councillor Symington
Councillor Beauchamp	Councillor Hobson
Councillor Durrant	Councillor R Sutton
Councillor Oguchi	

For further information, please contact Corporate and Democratic Support on 01442 228209.

AGENDA

8. ADDENDUM

Agenda Item 8



DEVELOPMENT MANAGEMENT COMMITTEE
Thursday 7th November 2019 at 7.00 PM

ADDENDUM SHEET

Item 5a 4/01719/19/MFA

PROVISION OF A 34 NO. UNIT RESIDENTIAL BLOCK AND A PAIR OF SEMI-DETACHED HOUSES FOR SOCIAL RENT. THE SCHEME WILL INCLUDE THE REMODELLING OF THE EXISTING EASTWICK ROW SITE INCLUDING LANDSCAPED CAR PARKING, NEW BIN STORAGE, CYCLE STORAGE, MOBILITY SCOOTER STORAGE AND EXTERNAL PERSONAL STORAGE UNITS. THE SCHEME WILL ALSO INTRODUCE NEW PEDESTRIAN AND CYCLE ROUTES ACROSS THE EXISTING SITE TO LINK EASTWICK ROW WITH ST ALBANS ROAD

LAND AT EASTWICK ROW, HEMEL HEMPSTEAD

Updates to report or points of clarification:

- There are just 9 leaseholders now – a 10th right to buy application had been made but was withdrawn
- The parking is not going to be allocated

Update to condition 15 to include all revision numbers on approved plans:

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

- 612825-FCG-ST-XX-DR-A-1002-REV P04-Location Plan
- 612825-FCG-B1-06-DR-A-2006-REV P09-Proposed Tower Sixth Floor Plan
- 612825-FCG-B1-00-DR-A-2000-REV P09-Proposed Tower Ground Floor Plan
- 612825-FCG-XX-XX-SK-A-0191-S4-P01-Eastwick Row Proposed Entrance
- 612825-FCG-XX-XX-SK-A-0190-S4-P01-Eastwick Row Proposed Materials
- 612825-FCG-ST-XX-DR-A-1005-REV P04-Proposed Site Plan Full
- 612825-FCG-ST-XX-DR-A-1003-REV P16-Proposed Site Plan
- 612825-FCG-B1-XX-DR-A-2001-REV P09-Proposed Tower First to Fifth Floor Plan
- 612825-FCG-B1-RF-DR-A-2007-REV P03-Tower Roof Plan
- 612825-FCG-B1-EL-DR-A-2201-REV P07-Proposed Elevation 1 and 2
- 612825-FCG-B1-EL-DR-A-2202-REV P05-Proposed Elevation 3 and 4
- 612825-FCG-B2-00-DR-A-2010-REV P04-Proposed Semi Detached House Ground Floor Plan

612825-FCG-B2-00-DR-A-2011-REV P04-Proposed Semi Detached House First Floor Plan
612825-FCG-B2-EL-DR-A-2210-REV P03-Proposed Semi Detached Houses Elevations
612825-FCG-B2-RF-DR-A-2012-REV P02-Proposed Semi Detached House Roof Plan
612825-FCG-ST-EL-DR-A-2215-REV P01-East Elevation in Context
612825-FCG-ST-XX-DR-A-100-REV P03-Proposed Site Plan Demolition
DS03101801.04-Tree Protection Plan

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

Further comments from Lead Local Flood Authority:

Thank you for re-consulting us on the above application for the provision of a 34 no. unit residential block and a pair of semi-detached houses for social rent. The scheme will include the remodelling of the existing Eastwick Row site including landscaped car parking, new bin storage, cycle storage, mobility scooter storage and external personal storage units. The scheme will also introduce new pedestrian and cycle routes across the existing site to link Eastwick Row with St Albans Road at Land at Eastwick Row, Hemel Hempstead, HP2 4JQ.

The applicant has provided the following additional information in support of the application:

- Drainage Planning Response dated 23 October 2019 from Ridge Property & Construction Consultants, with the following enclosed:
 - Thames Water Pre-planning response 21st October 2019
 - Microdrainage Network Calculations
 - 5009882-RDG-XX-ST-PL-C-0601-A – Site Levels Design
 - 5009882-RDG-XX-ST-PL-C-0501 – Drainage Layout

From a review of the additional information, we can provide the following comments: We are pleased the applicant now has an approved discharge rate from Thames Water at 2l/s. We as LLFA are also happy with this discharge rate. It is acknowledged that it is higher than the Greenfield run-off rate; however, given the site restrictions and the practicalities of a lower rate, this is acceptable.

We are pleased the applicant has updated the climate change allowances to 40% in line with LLFA policy for residential developments.

We are also pleased the applicant is proposed permeable block paving of the car parking area; this will ensure the appropriate management and treatment of surface water.

Unfortunately the additional information provided to date does not address the entire outstanding objection. We can provide the following comments which still need to be addressed:

1. Pluvial flood compensation and confirmation of how the storage depression will be discharged

Regarding the pluvial flood compensation, we are pleased the applicant is proposing an above ground compensatory storage solution over the previously proposed voids under the building. However, this does still have the same issue regarding how it can be drained; confirmation of how the storage depression will be discharged.

The applicant has stated how the overland flows will be routed around the building. The applicant has provided a long section drawing showing the proposed arrangement on site for the storage to be provided within the grassed depression. The applicant has stated how the current discharge of this depression is via infiltration and evapotranspiration and the proposed arrangement will replicate the existing conditions. It is acknowledged that this is what the existing situation does, however, as the site is being developed, this presents an opportunity to improve the surface water flood risk to the site and the surrounding area. We would question the effectiveness of evapotranspiration during winter. If it is proposed to infiltrate, we would recommend infiltration tests to BRE Digest 365 are undertaken; these would need to be undertaken where infiltration is proposed i.e. on the surface.

We would seek clarification on the location of this depression with regards to the Thames Water trunk sewer location and any easements which need to be adhered to.

We would also seek clarification on the compensatory volume provided, this is detailed as 33m³, which is an assessment based on the building footprint, not the volume of water potentially reaching that point from the overland surface water flow path.

The applicant does need to provide an effective means of this surface water storage compensation to be discharged; such as connecting it into the wider drainage system on site or an alternative discharge mechanism.

The applicant has detailed the maximum water depth available on site prior to exceedance towards White Hart Rd / St. Albans Road. We would seek clarification from the applicant regarding the frequency of this exceedance and therefore if approval is needed from the Local Highway Authority.

2. MicroDrainage and Drainage Layout clarifications

From a review of the updated MicroDrainage calculations and the Drainage Layout Drawing provided to support this application, we would also make the following comments:

We are pleased the MicroDrainage node numbers are shown on the drainage layout drawing. However, we are unable to locate the discharge restriction (e.g. Hydrobrake) on the drainage layout plan or indeed within the MicroDrainage calculations themselves.

Previously this information was provided within the Model Details on the MicroDrainage calculations. As a new reduced discharge rate is proposed (2l/s) we would expect this information to be submitted with the updated values. All Model Details should be provided. From a review of results looks like it has been modelled, however it does not look to be included within this submission.

Within the MicroDrainage calculations two geocellular tanks are provided (S2 and S6), however, from a review of the drainage layout plan, there looks to be only one tank on the layout. Only S2 is labelled, with no tank shown on the drawing, S6 is not included on the drawing. All SuDS features should be included on the drainage layout drawing.

The applicant also needs to provide the updated half drain down time for the tanks, as they did with the previous submission, within the Flood Risk Assessment & Drainage Strategy, prepared by Ridge and Partners LLP, Project: 5009882, dated 9 September 2019, Version. 3.0, in the MicroDrainage calculations shown at Appendix 7/1 – SuDS Design Calculations. We would expect the attenuation tanks on site to achieve half drain down time within 24 hours. These need to be updated in line with the new discharge rate.

Informative to the LPA

Please see comments in the informative in the letter dated 08 August 2019. We ask to be re-consulted with the above points addressed. We will provide comments within 21 days of receiving formal re-consultation.

Please note if the LPA decides to grant planning permission we wish to be notified for our records should there be any subsequent surface water flooding that we may be required to investigate as a result of the new development.

Change to Recommendation:

Delegated with a view to approval subject to the removal of objection from the Lead Local Flood Authority and subject to the satisfactory signing of the legal agreement.

Item 5b 4/00528/19/FUL

CONSTRUCTION OF TWO 3-BED SEMI-DETACHED DWELLINGS

LAND ADJ. TO 26 STATION ROAD, BERKHAMSTED

The wording of Condition 12 is to be amended from:

Prior to first occupation of the dwellings hereby approved, a plan, and management details, of the proposed parking arrangement across the frontage of the site (including Highway land) has been submitted to and approved in writing by the Local Planning Authority. The details shall include

arrangements for the use of the area/parking and how these spaces will be reserved and made available for use by the general public in perpetuity, including details of appropriate signage and maintenance. The parking area shall remain unrestricted and available for public use and no physical barrier or obstruction shall at any time be installed to prevent their unrestricted use.

Reason: To ensure the benefits of the proposal are delivered and to ensure that adequate and satisfactory provision of off-street vehicle parking is provided in accordance with Policy CS12 of the Dacorum Core Strategy (2013) and Saved Policy 51 of the Dacorum Borough Local Plan (2004)

To:

Prior to first occupation of the dwellings hereby approved, a plan, and management details, of the proposed parking arrangement across the frontage of the site (including Highway land) has been submitted to and approved in writing by the Local Planning Authority. The details shall include arrangements for the use of the area/parking and how these spaces will be reserved and made available for use by the general public in perpetuity, including details of appropriate signage and maintenance. The development shall then be carried out in accordance with the approved particulars prior to first occupation of the dwellings hereby approved.

The parking area shall remain unrestricted and available for public use and no physical barrier or obstruction shall at any time be installed to prevent their unrestricted use.

Reason: To ensure the benefits of the proposal are delivered and to ensure that adequate and satisfactory provision of off-street vehicle parking is provided in accordance with Policy CS12 of the Dacorum Core Strategy (2013) and Saved Policy 51 of the Dacorum Borough Local Plan (2004)

An additional two objections have been received since the committee report was published. These have been reproduced in full below for ease of reference:

Dear Sir

I wish to formally object to the plans that have been submitted under the reference number above.

The road itself is already over congested due to commuter cars. Previous applications have been refused on this basis and it appears that from the drawing we have reverted to some original plans which were originally turned down. Access to these houses will be dangerous at the base of a hill (Gravel Path) on a busy street (Station Road)

The paths themselves are used regularly by pedestrians (commuters and school children) and this access alone will cause considerable issues throughout the day

but especailly at peak times.

Access to this area is simply impossible due to the logistics and access of the current road - cars approach from Gravel path into Station road at great speed. This would simply be an accident waiting to happen should the development go ahead. Lorries currently following sat navs cause great obstructions in this part of the road also - previous images shared.

This plans - as per previous plans for the site, are simply overdevelopment to a piece of inaccessible land. in both mass and bulk, of the area in an already congested part of the town.

I would like to add - despite asking previously to be kept updated on plans for this area - my request has never been acknowledged and I have never had a response - I understand notices for the current application wasn't given therefore I presume this is in breech of planning consent.

I look forward to hearing an update on the application.

I would like to object again to this development
Variations of this application have been rejected many times and it is sad we have to keep fighting this. Station Road is a hugely overcrowded road with more houses than space to park let alone for all the commuters, school kids, shoppers fishermen who also use it, and virtually only one way traffic is possible. Adding more accommodation to the road with all that entails - building them and then living in them and servicing them - will only add negatively to the existing almost impossible situation. To our minds adding 2 large houses into this tiny bit of land will not help the issues included in the design and access application. Design and access statements are in the quote marks with my comments underneath each issue:

"The site is crying out for redevelopment"
No one who knows the area thinks so

"This small piece of well-located urban land"
It is so small and actually welcome green land by the railway

"in a highly sustainable location"
In reality it is very overcrowded and congested

"is currently underutilised "
By reference to what exactly?

"and detracts from the visual qualities of the conservation area in which it is located."
Usually green space that encourages wildlife in urban areas adds to the visual qualities of a conservation area

"It is wholly appropriate to seek to make more efficient use of it."
This space is already a significant noise buffer for existing residents, a green space

and parking resource

"Indeed such actions are positively encouraged in national policy and need to come forward if there is to be any prospect of addressing the current housing crisis. " I doubt 2 expensive houses squeezed into time over crowded congested urban green spaces is not what the national policy is referencing?

Thank you

Recommendation:

As per the published report.

Item 5c 4/03109/17/MFA

PROPOSED DEMOLITION OF ALL EXISTING BUILDINGS. IMPROVEMENTS TO EXISTING ACCESS, CONSTRUCTION OF FOUR 3-BED AND SIX 2-BED COTTAGES WITH ASSOCIATED CAR PARKING AND ACCESS ROAD WITH WASTE AND CYCLE STORAG.

R/O 49 – 53 HIGH STREET, NORTHCHURCH

NO UPDATES

Recommendation:

As per the published report.
