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# DEVELOPMENT MANAGEMENT AGENDA

**THURSDAY 28 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

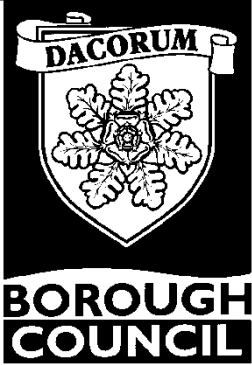
Councillor Guest (Chairman)	Councillor McDowell
Councillor Maddern	Councillor Uttley
Councillor Riddick	Councillor Woolner
Councillor C Wyatt-Lowe (Vice-Chairman)	Councillor Symington
Councillor Beauchamp	Councillor Hobson
Councillor Durrant	Councillor R Sutton
Councillor Oguchi	

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

### **AGENDA**

(b) Addendum (Pages 2 - 30)

# Agenda Item 5b



**DEVELOPMENT MANAGEMENT COMMITTEE**  
**Thursday 28<sup>th</sup> November 2019 at 7.00 PM**

## ADDENDUM SHEET

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### Item 5a

**4/03266/18/MFA HYBRID PLANNING APPLICATION FOR MIXED USE PROPOSED DEVELOPMENT AT WEST HEMEL HEMPSTEAD, PURSUANT TO POLICY LA3 OF THE ADOPTED SITE ALLOCATIONS DEVELOPMENT PLAN DOCUMENT (2017) TO PROVIDE FOR UP TO 1100 DWELLINGS (WITH UP TO 40% AFFORDABLE HOUSING), COMPRISING FULL PLANNING PROPOSALS FOR 350 DWELLINGS AND OUTLINE PLANNING PROPOSALS (INCLUDING MEANS OF ACCESS) FOR 750 DWELLINGS. THE APPLICATION PROPOSING THE DEVELOPMENT OF UP TO 1100 NEW DWELLINGS (INCLUDING AFFORDABLE HOUSING), LAND FOR UP TO SEVEN PITCH GYPSY TRAVELLER SITE, TOGETHER WITH LANDSCAPING, ROADS, FOOTPATHS AND CYCLEWAYS, ECOLOGICAL MITIGATION, SUSTAINABLE DRAINAGE SYSTEMS, EARTHWORKS, PUBLIC OPEN SPACE, ONE NEIGHBOURHOOD EQUIPPED AREA OF PLAY (NEAP), TWO LOCALLY EQUIPPED AREAS OF PLAY (LEAP) AND A COMMUNITY GAMES AREA (CGA). A SITE FOR A PRIMARY SCHOOL AND ASSOCIATED NURSERY WITH PLAYING FIELDS ON SITE OF UP TO 2.1 (INC. CGA), SPECIALIST ACCOMODATION FOR THE ELDERLY WITH UP TO 70 ROOMS (C2 OR C3), A CONVENIENCE STORE OF UP TO 450 SQ.M (A1), THREE RETAIL UNITS EACH OF WHICH WOULD BE UP TO 100 SQ.M (A1, A2, A3, A4 AND A5), A COMMUNITY FACILITY OF UP TO 175 SQ.M (D1), A MEDICAL FACILITY OR OTHER USE OF UP TO 100 SQ.M (A1, C3 AND D1), A CHILDRENS DAY NURSERY OF UP TO 450 SQ.M (D1), A SHARED CAR PARK. THE FULL APPLICATION DETAILS WHICH ARE SUBMITTED COMPRISE OF – A NEW VEHICULAR ACCESS TO LONG CHAULDEN, A NEW VEHICULAR ACCESS EXTENSION FROM THE AVENUE, EMERGENCY ACCESS TO CHAULDEN LANE, NEW VEHICULAR ACCESS FROM CHAULDEN LANE SERVING ONLY THE LAND FOR UP TO SEVEN PITCH GYPSY AND TRAVELLER SITE AND ACCESS TO A FOUL DRAINAGE PUMPING STATION, A FOUL DRAINAGE PUMPING STATION TO CHAULDEN LANE AND THE ASSOCIATED CONNECTING SEWER, THE CREATION OF THE FIRST PHASE OF 350 DWELLINGS AND ASSOCIATED LANDSCAPING (INCLUDING AFFORDABLE HOUSING); TOGETHER WITH ASSOCIATED PUBLIC OPEN SPACE AND ASSOCIATED LANDSCAPING, ROADS, FOOTPATHS AND CYCLEWAYS, ECOLOGICAL MITIGATION. SUSTAINABLE DRAINAGE SYSTEMS, EARTHWORKS, AND ONE ASSOCIATED LOCAL EQUIPPED AREA OF PLAY (LEAP)**

## **LA3, LAND AT WEST HEMEL HEMPSTEAD**

### ADDITIONAL CONSULTEE COMMENTS

#### **HCC – Gypsy and Traveller Officer**

I have been asked to comment on the developers' plans for the proposed traveller's site at west Hemel Hempstead.

Whilst I have not sought the opinion of many travellers in respect of this, I make the following comments based on the sites we run at present.

I think that the travellers would be happy with the proposed separate access. This is in main due to the logistics in delivering a mobile home to the site. Modern mobile homes can be quite some size and are generally delivered on the back of a low loader. I feel that the separate access will ensure that the settled community would be unaffected by this. When a mobile is delivered to site it can disrupt the roads in the locality. Regarding the delivery of mobile homes, the layout of the site needs to address delivering mobiles onto plots. The width of the road, a turning bay and demountable fencing all help with regard to this.

I noted from the drawing that the proposed layout for the site is in the format of a circle. We have several sites set out in this way, which work well for us. We would be happy for you to visit these should you require. Plots need to be of a size to accommodate 2 vehicles to ensure the site road remains clear. I would also make the point that Chaulden Lane would need to be widened in order to allow a low loader to access the site.

The few travellers that I did speak to regarding this development, voiced concerns as to the close proximity of the site to the pumping station, as some sites in the past have been placed next to sewerage works or recycling plants. Though I believe this installation would in fact be underground.

I believe that they would be happy with the pedestrian/Cycle connection in order to access schools and shops. Though many would simply drive through the housing estate to take their children to school.

The general location of the site is quite close to the M1, and the M25 which is something that the travellers would like.

Should you feel that you require a greater input into the thoughts of travellers in respect of this development.

Could I suggest that you contact the organisation called GATE who represent the travellers who live in Hertfordshire.

#### **Urban Design Response**

LA3 Reconsultation Response: Assessment vs LA3 Site Allocation Key Urban Design Principles

Relationship to the countryside and adjacent landscape:

- Create a soft edge to the Green Belt and the extended open space
- Optimise the potential for views across the Bulbourne Valley
- New strategic landscaping to mitigate the impact on the Bulbourne Valley
- Ensure physical and visual separation from Potten End and Winkwell and protect the amenities and character of Pouchen End hamlet
- Retain hedgerows and trees

The grid structure of native hedgerows and trees reduces the visibility of the development from surrounding areas. The proposals use lower density and looser urban grain to create a soft Green Belt edge to reduce the impact on character of adjacent landscape and settlements.

The proposals do not demonstrate that the potential for views across the Bulbourne Valley has been optimised. The proposed green corridors reinforce views across the Bulbourne Valley, although views are mostly 'narrow' and 'glimpsed'. The applicant has not demonstrated that views have been considered or created through other aspects of the site's design, such as the location of public open spaces and facilities, alignment of key streets, or scale of built form.

Use of green infrastructure:

- Open space will permeate the neighbourhood, providing links between Shrubhill Common, the town and the wider countryside
- Extend Shrubhill Common Nature Reserve and create wider green infrastructure links
- Use open space to define different parts of the neighbourhood and help distinguish it from Chaulden
- Arrange the open space to ensure a pleasant, coherent and wildlife-friendly network throughout the neighbourhood

Green infrastructure principally comprises a 'grid of multi-functional corridors' which provide effective links across the development, sustainable urban drainage, and opportunities for play. However, the corridors' multi-functionality has the potential to compromise their ecological function. Further information is required to demonstrate how the design of a typology of green corridors can protect their function. The applicant declined the design officer's recommendation to establish a green space hierarchy as an outline parameter, suggesting that this can be achieved at reserved matters stage.

The extension to Shrubhill Common Nature Reserve is narrower than that proposed in the Site Allocation Masterplan. The large area of green space is instead provided around the gas main where other land use is prohibited. This was further justified on the basis that an alternative, north-south corridor offers greater ecological benefits. However, neither the large green space nor alternative corridor provide the link between the town and countryside which would have been achieved through a wider extension to Shrubhill Common.

Community, integration, inclusivity and safety:

- Integrated with other parts of the town through the use of shared services, facilities and open space
- Impact on the local road network mitigated through the promotion of sustainable travel options, including improved pedestrian links with adjoining areas
- Provide public spaces in different parts of the development and a central focus with a “community square”, hall, shop and other commercial spaces, linked to a bus service
- Arrange buildings and routes to achieve natural surveillance, good pedestrian access to facilities and an attractive relationship to open spaces

The east-west streets facilitating pedestrian movement across the development and towards the town was improved through the pre-application process and are effective, although are not all secured through incorporation into the parameter plans. Pedestrian links into the existing town are constrained by adjacent land uses throughout the eastern edge. Connectivity through green spaces is covered above under Use of green infrastructure.

The design of the ‘Gateway’, which is applied for in full, presents an obstacle to integration with the town. The large landscaped space with SuDS ponds bisected by a primary road, lower residential densities and less urban built form discourage pedestrian movement through the Gateway, and hence between the development and existing town. Some minor improvements were made during the pre-application process - to surfacing, hard and soft landscaping, and the Gateway frontage – but the fundamental structural problems which signal the privileging of vehicle traffic over a pedestrian-friendly environment remain.

Within the site, a network of pedestrian and cycle routes is provided on streets of different types and green corridors. Routes provide access to public spaces located in different parts of the development and legibility is enhanced by defined frontages and landmarks, though none of these features are secured in parameter plans. The exception is the Community Hub. Its location is a fixed parameter, but it is not clear that this optimises access, as residents in the southern part of the site are relatively removed, via a route across a park which doesn’t benefit from natural surveillance.

The Community Hub itself meets facility provision requirements, but its potential vibrancy and attractiveness is constrained by the dominance of parking in the public realm and the severance of the square and green space/community play area. These factors also reduce natural surveillance and the likely sense of safety in and around the Community Hub.

Character and design:

- The new neighbourhood of Pouchen End will be an attractive and distinct place
- Use traditional materials and take the character of buildings in the Chilterns area as a guide to high quality attractive design
- Design the development to the highest sustainability standards possible

The proposals improved significantly during the pre-application process, with the addition of 'Identity Areas' of distinct character created by varying the approach to built typology, public realm and materials, taking precedent from local context. The suggested approach in outline to Chaulden South, where a 'farm courtyard' typology differentiates it from the rest of the development, is particularly promising. The site's varied topography presents a missed opportunity to create character (CS10). The proposals also could have introduced greater variations in grain, density and typology – and secured these in outline through parameter plans – to reinforce the distinctiveness of the Identity Areas. Overall proposed architectural design is of an acceptable standard, but is far from best practice in terms of sustainability, quality or imaginative interpretation of local character.

### **Councillor Adeleke**

The Council's Master Plan is part of the Government led national initiative to address, not only the Housing shortages but to provide sufficient living accommodation for the future generation

But let me be absolutely clear

Neither myself nor the Residents I represent object to the "Adopted Policy LA3 and the Master Plan"

However, in as much as we All agree that the Housing crisis need to be addressed and addressed urgently, the proposed LA3 Development Plan vary considerably from the original Masters Plan in substance, practicality and credibility

The Developers' Plans have breached ALL Legal, Local, County and Government Guidelines

The proposed LA3 Plan, as it stands, will impact negatively on the Residents of Bournend and have more far reaching consequences for the wider communities of West Hemel Hempstead

And I will now address some of the issues.

First is the Traveller site

The Master Plan proposal was to incorporate Traveller sites into new developments and the potential location was integrated into LA3

The Residents of Bournend expressed no objection to the location of the traveller site as in the Master plan

However, the current LA3 Proposal creates a separate exclusive access to the traveller site. This will effectively link the site to the settled community of Winkwell rather than being included in LA3

In short, the site will dominate the seven dwellings which make up the settled community of Winkwell

I put it to you that this site is not integrated into LA3. It excludes the travellers from LA3 and include them in Winkwell.

Should the LA3 Plan go ahead in its present format:

AND I BELIEVE IT SHOULD NOT

It will seriously Breach The Government Planning Act of 2015 for Travellers Site

And there are other critical reasons why I am opposed to the current LA3 Plan

This include the questions of Infrastructure which have not been fully addressed or logically evaluated

The main issue is Traffic

The master plan for LA3 offered the reassuring key principle to "*prevent further vehicular access on to rural lanes*".

Furthermore, during the time of these plans, HCC Highways policy on rural lanes was to resist development which would encourage rat running.

At present, access into and out of the entire area and surrounding roads is a well-documented nightmare.

You must already be aware of the existing traffic problems in the lanes adjoining the site and in to Winkwell, Pouchen End and Chaulden. These are used as rat runs to access the A41 in both directions, east and west.

Furthermore, the widening of Chaulden Lane will definitely lead to increased volume and speed of traffic.

This compromises safety for the many pedestrians and cyclists who currently use these routes to Winkwell, the Grand Union Canal, the A4251 London Road – an already intolerable situation to become much worse.

The access to the traveller site WILL place more traffic on to this single track rural lane and undue pressure on the existing infrastructure at Winkwell.

And talking of default infrastructure, there are no school, no doctor surgery, no dentist or properly functioning shops to serve the existing Community, not to mention LA3 additional 1100 dwellings.

In short, there is no Logical Infrastructure in place, or indeed possible in the foreseeable future, to support the current LA3 Plan.

Given the reasons I have outlined and many more logical reasons, the Impact of LA3 will have devastating consequences, not only on the Residents of Bournend but the entire Community of West Hemel Hempstead.

I would therefore implore the Committee to the right thing, not just for today, but for the foreseeable future, and reject the Plan

**West Hemel Action Group (WHAG)**

Proposed development at LA3 – Reference 4/03266/18/MFA

As you will be aware, WHAG seeks to represent around 12,000 households in West Hemel Hempstead. Our Facebook page reaches 2000 households, and we have had over 100 hits on our webpage in the last 2 days. We are the people, many direct neighbours, for whom LA3 has the greatest impact on our daily lives.

We contend that our views have not been respected and we have been marginalised during the application. We refute entirely the applicants' statement that there has been adequate community involvement or recognition of concerns; evidenced in the weight of extant objections set out in Appendices A and B of the committee report. The application is complex and the volume of material significant and confusing for many. The presentation of material is extremely unhelpful and the re-consultations have been bordering on obtuse; no details of why and what was the basis for re-consultation were given and the website failed to distinguish or identify new documents. This application is being rushed through the planning process and we understand discussions were still taking place at the time that the committee report was being drafted, leaving many questions still unanswered and fundamental issues not addressed. This is perhaps best illustrated by your Strategic Policy representations at Appendix A of the committee report wherein Officers state, 'Unfortunately, I have not had the opportunity to read the large number of associated technical documents accompanying the application, so our comments will be provided to you on a high-level basis.' If Officers tasked with assessing the application have been unable to read all the documents, then the public are at a significant disadvantage. In addition, the fact that the decision is delegated in part to enable conditions and heads of terms of the section 106 undertaking to be finalised further illustrates that it is premature to determine this application now, and risks severe and irretrievable harm being caused.

At the outset, we would emphasise that this is not a NIMBY response seeking to resist any development at LA3, we do not oppose in principle a development that is consistent with adopted Policy LA3 and the masterplan. However, we do consider that the local community have been shut out and our concerns have been ignored by the developers who have ploughed on irrespective.

We urge you to consider our issues, still not addressed, as set out in the original representations, and we highlight the following.

#### *Traffic Generation and Highway Conditions*

You will be aware of the traffic stresses in this part of Hemel Hempstead. In that context, Policy LA3 of the Core Strategy (adopted September 2013) allocated the site for 900 dwellings and the Masterplan was prepared and adopted in July 2017; also predicated on 900 dwellings served by two main access points from Long Chaulden and the Avenue. We had and continue to have grave reservations about the ability of the surrounding highway network to absorb significant levels of traffic generated by 900 dwellings. However, in light of the adopted allocation and subject to satisfactory mitigation we would not oppose development consistent with the allocation policy of 900 dwellings.



However, this application now increases the number of declared dwellings to 1100 on a site smaller than the LA3 allocation. In addition, the proposal now incorporates a care home with 70 rooms and a parcel of land belonging to Hertfordshire county Council that comprised part of the LA3 allocation in the south east corner is excluded from this application. The combination of the declared housing numbers, the care home and the excluded part of LA3 is a development equivalent to 1200 dwellings – a rise of 33% on the Policy LA3 allocation and the adopted Site Allocations DPD and Masterplan.

As someone aware of local conditions, you will be familiar with the existing congestion at Warners End, Winkwell and the Railway station (see plans at Annex A) and the dangers faced by pedestrians and cyclists particularly at or on Chaulden Lane, Pouchen End Lane, Northridge Wat and Long Chaulden. In this context, as local people with an intimate knowledge of the workings of the local highway network it is extremely difficult to see how the vehicles from even 900 dwellings could be integrated safely into the local highway network without leading to conflict, danger and gridlock. The 33% increase in traffic over and above the LA3 allocation as a result of this application would paralyse the local highway network and lead to significant highway danger and inconvenience for existing and proposed users of the network.

We note the proposals by developers to ‘address’ the highway issues and contend that what has been proposed both initially and in the re-consultation, equates to no more than tinkering at the edges which will not result in any real alleviation of the inevitable problems, including severe adverse effects on air quality. Certainly the proposals put forward by developers do not extend to even 50% of the known pinch points identified in the attached plans, potentially because they relate to major and costly bridging points over/under the railway and canal, such as the well-known bottlenecks at the London Road railway bridge, Fishery Road roundabout, Winkwell and Warners End double mini roundabouts.

The danger posed to cyclists/pedestrians on the single track, rural lanes of Chaulden, Winkwell and Pouchen End is not adequately considered: On the one hand, highways plans provide for the adaptation of rural lanes to facilitate more and heavier traffic. On the other hand, environmental and community travel plans purport to promote cycle routes, footpaths and greenways utilising these same lanes. Nowhere is the clear conflict between the two recognised or reconciled.

Should Members decide to refuse permission on highway grounds because there would be an unacceptable impact on highway safety and the residual cumulative impacts on the road network would be severe, that decision would accord with section 9 of the National Planning Policy Framework (NPPF). In our intimate experience of the local network, both this proposal for the equivalent of 1100 or 1200 new homes, would have severe impacts on the local highway network contrary to the views of the applicant and Highway Authority.

#### *Access from Chaulden Lane*

The allocation policy (LA3) and all illustrative plans including access plans for LA3 are very clear, that the sole means of access to the development on LA3 would be via Long Chaulden and the Avenue. No other access was promoted or proposed

save an occasional informal service and emergency access to Chaulden Lane (see for instance the Indicative Spatial Layout at page 69 of the Site Allocations DPD, Masterplan Plan 5 the Indicative Land Use, and Access Plan, Msterplan Plan 7 – Access and Movement Strategy and Plan 9 Indicative Spatial Layout, Land Use and Access Plan). To provide separate access to the Gypsy and traveller ('G&T') site would be to consciously and deliberately seek to separate this part of the development from LA3 as well as being contrary to the Access and Movement Strategy Principles at page 30 of the Masterplan given it would not maximise the integration of the G&T site with the proposed urban area (LA3) or the existing urban area (West Hemel Hempstead).

However, this application includes an additional access to Chaulden Lane to service the proposed G&T site and foul pumping station. This is another change from the adopted Policy LA3 and any previously produced plan (illustrative or otherwise) which are clear that access to the G&T site would be as part of LA3 integrating it as part of the new community at LA3. The indicative location of the G&T site in the Masterplan can be adjusted to bring it within Phase 1 or closer to the main accesses on the site should that be desirable. However, even in its current location it is situated adjacent to the main spine road through LA3 which comprises part of Phase 1 and should be accessed via that road. To suggest that it is undesirable to bring new mobile homes to the G&T site through LA3 yet it is acceptable to bring them along Chaulden Lane is perverse in the extreme (especially given the frequency of new mobile homes being brought to the site will be extremely low). However, what is not desirable is to decimate the character of Chaulden Lane to accommodate an access so the developers of LA3 can unnecessarily isolate the proposed G&T pitched contrary to Policy LA3, Government Policy in the Planning Policy for traveller sites (PPTS) and NPPF in order to preserve their profit margins and fail the G&T community.

As members will be aware, new accesses to country lanes are contrary to the Highway Authority's policy on rural roads and the lack of any acknowledgement or objection on such grounds comprises a wholly inconsistent and incomprehensible about turn by the Highway Authority in respect of such matters which raises serious precedents in respect of new accesses from rural roads throughout Dacorum and Hertfordshire. All public bodies have a legal and moral duty to make decisions in a consistent manner unless they can clearly explain why an exception should be made, no justification has been made and it certainly not justified by asserting an access was 'implicit' in the Masterplan and is therefore acceptable in highway and environmental terms.

The clamour to accept the indicative location for the G&T site in all prior plans and policy puts into context the reliance on any 'implicit' new access to Chaulden Lane that hitherto former no part of any policy that was the subject of explicit public consultation.

The environmental impact of this new access on Chaulden Lane is not assessed anywhere in the committee report and it simply is not credible to state that there is no alternative to access to Chaulden Lane. The impact will be stark, incongruous and comprehensivelt change the character from a rural lane to a suburban access road with wider carriageway, formal passing points, markings as well as significant

retaining structures, hedge and tree removal to facilitate the new access and works to accommodate the significant change in level from the lane to the G&T site. Anyone with even a fleeting knowledge of this part of Chaulden Lane would recognise the immense and irretrievable harm these proposals will have on the character and appearance of this area. This is too high a price for the community to facilitate the desires of the developer who is looking to preserve his profits. This is admirably demonstrated in the heads of terms of the proposed section 106 agreement which do not require the provision of the G&T site until the occupation of the 350th dwelling. Put simply, there is no justification for the wanton destruction of Chaulden Lane, an access through LA3 is in accordance with this timetable.

### *Infrastructure and Delivery*

The proposal is delivering 350 houses as part of Phase 1 without any provision of on-site infrastructure to serve these residents. The community hub is not being provided as part of Phase 1 and it is far from clear when and if it will be provided. Over 20 pupils per year group will be generated by the 350 homes proposed in Phase 1. No school is being provided as part of Phase 1 neither is a nursery, no off site school is identified to meet the needs before a school is provided at site, no convenience shop is being provided as part of Phase 1 neither are the two other mooted shops units and the community facility is not being provided on Phase 1. No medical surgery is being provided at all on LA3 and given the proposals will lead to a 15% increase in patients for the already overcapacity Parkwood Drive surgery it is surprising and disappointing that no details of when and what improvements will be provided or secured in the undertaking. As the committee report states, the trigger for all s106 contributions and provisions have yet to be agreed (see Pages 80-82) this again is symptomatic of the ill-conceived and premature rush to committee with this important application.

The impact of this development in local infrastructure such as schools, surgeries and local shopping facilities and the car parks and the roads assessing them will be considerable and will lead to significant resentment amongst the existing community of West Hemel Hempstead and the new community of LA3. Such a cavalier approach to infrastructure and disregard for the existing residents of Hemel Hempstead will militate against integration and have extremely serious consequences for the ability of existing residents to access health and education facilities in particular.

### *Conclusion*

The significant adverse impacts – by way of failure to provide on infrastructure and adverse impacts on community cohesion (social), lack of integration of the Gypsy and Traveller site to the LA3 development (social), the avoidable harm to character and appearance of Chaulden Lane (environment) and the serious impacts on the local highway network obvious to all who are familiar with these roads and junctions (economic, social and environmental) – of permitting this development would demonstrably and significantly outweigh the benefits. Thus, refusal of permission or at the very least deferral for reconsideration of this application is justified even in the tilted balance of paragraph 11d of the NPPF.

## ADDITIONAL NEIGHBOUR COMMENTS

### **58 Wootton Drive**

As a resident of Dacorum for over 40 years and an applicant for a Self Build house opportunity under the Statutory 2016 Self Build Act, I wish to register a formal objection to the present land distribution proposals, as laid down in the present LA3 Plans, on the grounds that it does not make any allocation of Self Build Land Plots for any Dacorum Residents or ex Service Veterans within the Plans, contrary to its Statutory requirements to do so.

I would like to see a specific percentage allocation of Self build plots denoted in the Plans for both Residents of Dacorum and ex Service Veterans, this letter, to demonstrate its written commitment to honour its written Charter to ex Service Veterans.

### **DRAFT CONDITIONS**

<b>Cond No.</b>	<b>Keyword</b>	<b>Proposed Condition</b>
1	Time Limit	<p>The development hereby permitted shall begin before the expiration of three years from the date of this permission.</p> <p><u>Reason:</u> 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.</p>
2	Reserved Matters	<p>Application(s) for approval of reserved matters (namely layout, appearance, scale and landscaping) shall be made no later than three years beginning with the date of this permission and the development shall be commenced not later than 2 years from the final approval of the reserved matters or, in the case of approval of the reserved matters on different dates, the final approval of the last such matter to be approved.</p> <p><u>Reason:</u> To comply with the provisions of Section 92 (2) of the Town and Country Planning Act 1990.</p>
3.	Phasing Plan	<p>Prior to the commencement of the development hereby approved a Phasing Plan setting out the location of each Phase of the development and the order in which each Phase will be commenced, shall be submitted to and approved in writing by the Local Planning Authority. It shall include site preparation and number and type of units per phase. The development shall be carried out in accordance with the approved Phasing Plan unless varied with the prior written approval of the Local Planning Authority.</p>

		<p><u>Reason:</u> To ensure the satisfactory provision of supporting infrastructure ahead of each phase of development and in the interest of the free and safe flow of vehicles on the local highway network during the construction phase of development.</p>
4	Reserved Matters Phasing	<p>The Reserved Matters details shall be submitted in accordance with the Phases set out in Phasing Plan referred to in Condition3, showing the location of each Phase and the order in which each Phase is commenced. The development shall be carried out in accordance with the approved Phasing Plan unless varied with the prior written approval of the Local Planning Authority.</p> <p><u>Reason:</u> To comply with the provisions of Section 92 (2) of the Town and Country Planning Act 1990.</p>
5	Approved Plans	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>Red Line Plan Drawing No: RL001 (Rev:B)  Site Location Plan Drawing No: RL002 (Rev:A)  Movement Parameter Plan: Drawing No:PP01 (Rev:M)  Land Use Parameter Plan: Drawing No:PP02 (Rev:Q)  Green Infrastructure Parameter Plan: Drawing No:PP03 (Rev:M)  Hydrology Parameter Plan: Drawing No:PP04 (Rev:M)  Building Heights Parameter Plan: Drawing No:PP05 (Rev: P)  Reptile Receptor Site: Drawing No: RA001 (Rev:C)</p> <p>Composite Phase 1 Site Layout: Drawing No: P16-0587_03R-1  TW Phase 1 Site Layout: Drawing No: P16-0587_03R-2  Barratt Phase 1 Site Layout: Drawing No: P16-0587_03R-3  Street Scenes: Drawing No: P16-0587_11A-1  Street Scenes: Drawing No: P16-0587_11A-2  Phase 1 Building Heights: Drawing No: P16-0587_16C  Phase 1 Parking Plan: Drawing No: P16-0587_17C  Phase 1 Affordable Housing Plan: Drawing No: P16-0587_18C  Materials Plan: Drawing No: P16-0587_19C  Phase 1 Refuse Strategy Plan: Drawing No: P16-0587_20C  Sub Station: Drawing No: P16-0587_22  Enclosure Details: Drawing No: P16-0587_23  Barratt Phase 1 Planning Schedule RevR  TW Phase 1 Planning Schedule RevR</p> <p>P16-0587_14-1 PA22  P16-0587_14-2 PA25  P16-0587_14A-3 PA34  P16-0587_14A-4 PA34 &amp; PT36  P16-0587_14B-5 PB33G &amp; PB41G  P16-0587_14-6 PT36</p>

		P16-0587_14A-7 PT36 P16-0587_14-8 CH1 P16-0587_14-9 PB30G P16-0587_14-10 PB30G P16-0587_14-11 PB33G P16-0587_14-12 PA44 P16-0587_14-13 PT41 P16-0587_14A-14 PT42 P16-0587_14-15 PT42 P16-0587_14-16 PT42 P16-0587_14-17 PB41G P16-0587_14A-18 AA23 P16-0587_14A-19 PA48 P16-0587_14-20 PA48 P16-0587_14-21 PA49 P16-0587_14-22 PA49 P16-0587_14A-23 PT43 P16-0587_14-24 PT43 P16-0587_14-25 PT43 P16-0587_14A-26 PT43 P16-0587_14-27 PB52 P16-0587_14A-28 AA23 P16-0587_14A-32 PB33G & PB41G P16-0587_14-33 Single Garage P16-0587_14-34 Double Garage P16-0587_14-35 Triple Garage P16-0587_14-36 Apartment E  P16-0587_15A-1 Kenley & Maidstone P16-0587_15A-2 Kenley P16-0587_15-3 Alverton P16-0587_15A-4 Maidstone P16-0587_15A-5 Maidstone & Morsbey P16-0587_15A-6 Maidstone & Morsbey P16-0587_15-7 Collaton P16-0587_15-8 Derwent P16-0587_15-9 Derwent P16-0587_15A-10 Morsbey P16-0587_15A-11 Morseby P16-0587_15A-13 Lutterworth P16-0587_15-14 Norbury P16-0587_15-18 Woodcote P16-0587_15-19 Woodcote & Hesketh P16-0587_15-20 Woodcote & Hesketh P16-0587_15-21 Alderney P16-0587_15-22 Alderney P16-0587_15-23 Hesketh P16-0587_15A-24 Hesketh P16-0587_15-25 Hesketh P16-0587_15A-26 Radleigh
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		<p> P16-0587_15A-29 Alnmouth  P16-0587_15A-30 Alnmouth  P16-0587_15A-34 Type 74/69  P16-0587_15A-36 Type 67  P16-0587_15A-38 Type 69  P16-0587_15A-39 Single Garage  P16-0587_15A-40 Double Shared Garage  P16-0587_15-41 Double Garage  P16-0587_15-42 Treble Garage  P16-0587_15-43 Apartment A  P16-0587_15-44 Apartment B  P16-0587_15-45 Apartment B-2  P16-0587_15-46 Apartment C  P16-0587_15-47 Apartment D </p> <p> 16-021-010 Rev E - Chaulden Lane Vehicle Access  16-021-071 Rev G - Proposed J1A Long Chaulden Access  16-021-149 Rev C- The Avenue Extension Plan  16-021-072 Rev G - Proposed J3 Long Chaulden Northridge Way Improvements  16-021-067 Rev I - Proposed J4&amp;5 Long Chaulden Warners End Rd Improvements  16-021-069 Rev D - Proposed J6 Warners End Rd Leighton Buzzard Rd Improvements  16-021-073 Rev E - Proposed J7 St Johns Rd Fishery Rd Improvements  16-021-068 Rev D - Proposed J8 London Rd Fishery Rd Improvements  16-021-140 Rev C – Fire Tender Swept Path Analysis &amp; Hose Lengths  16-021-141 Rev C – Bus Swept Path Analysis  16-021-142 Rev C – Refuse Vehicle Swept Path Analysis &amp; Carry Distances  16-021-143 Rev C – Large Car Swept Path Analysis  16-021-144 Rev D – Junction Visibility and Forward Visibility  16-021-145– Hybrid Layout  16-021-146 Rev D - Highway Adoption Plan Internal Layout  16-021-147 A – Alternative Level Design Option  16-021-074 Rev D – Proposed J1 Long Chaulden Access 12m Bus Tracking  16-021-075 Rev C – Proposed J3 Long Chaulden Northridge Way 12m Bus Tracking  16-021-076 Rev F – Proposed J4&amp;5 Long Chaulden Warners End Rd 12m Bus Tracking  16-021-077 Rev A – Proposed J6 Warners End Rd Leighton Buzzard Rd Tracking  16-021-078 Rev B – Proposed J7 St Johns Rd Fishery Rd 12m Bus Tracking  16-021-079 Rev C – Proposed J8 London Rd Fishery Rd Tracking </p>
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		<p>16-021-097 Rev B – Proposed J4&amp;5 Long Chaulden Warners End Rd Car Tracking</p> <p>16-021-1012 Rev C – Phase 1 – Junction &amp; Forward Visibility Sheet 1 of 3</p> <p>16-021-1013 Rev C – Phase 1 – Junction &amp; Forward Visibility Sheet 2 of 3</p> <p>16-021-1014 Rev C – Phase 1 – Junction &amp; Forward Visibility Sheet 3 of 3</p> <p>16-021-041 Rev A - Vehicle Tracking - 4x4 with trailer</p> <p>16-021-042 Rev C – Chaulden Lane Vehicle Tracking – Articulated Lorry</p> <p>16-021-053 Rev H - On site cycleway / footway plan</p> <p>16-021-054 Rev D - On site road hierarchy</p> <p>16-021-056 Rev E – Preliminary Foul Drainage Pumping Compound Location</p> <p>16-021-1004 Rev D – Surface Water Network Overview Plan</p> <p>16-021-1005 Rev C – Phase 1 – SW Network Sheet 1 of 3</p> <p>16-021-1006 Rev C – Phase 1 – SW Network Sheet 2 of 3</p> <p>16-021-1007 Rev C – Phase 1 – SW network Sheet 3 of 3</p> <p>16-021-1008 Rev D – Foul Water Network Overview Plan</p> <p>16-021-1009 Rev C – Phase 1 – FW Network Sheet 1 of 3</p> <p>16-021-1010 Rev C – Phase 1 – FW Network Sheet 2 of 3</p> <p>16-021-1011 Rev C – Phase 1 – FW Network Sheet 3 of 3</p> <p>16-021-1000 Rev E – Phase 1 – Indicative Levels Overview Plan</p> <p>16-021-1001 Rev E – Phase 1 - Indicative Levels Sheet 1 of 3</p> <p>16-021-1002 Rev E – Phase 1 - Indicative Levels Sheet 2 of 3</p> <p>16-021-1003 Rev E – Phase 1 - Indicative Levels Sheet 3 of 3</p> <p>16-021-159 Rev A – Pumping Station Details</p> <p>16-021-1015 Rev B – Phase 1 – Fire Tender Swept Path Sheet 1 of 3</p> <p>16-021-1016 Rev B – Phase 1 – Fire Tender Swept Path Sheet 2 of 3</p> <p>16-021-1017 Rev B – Phase 1 – Fire Tender Swept Path Sheet 2 of 3</p> <p>16-021-1018 Rev B – Phase 1 – Bus Swept Path Sheet 1 of 3</p> <p>16-021-1019 Rev B – Phase 1 – Bus Swept Path Sheet 1 of 3</p> <p>16-021-1020 Rev B – Phase 1 – Bus Swept Path Sheet 1 of 3</p> <p>16-021-1021 Rev B – Phase 1 – Refuse Vehicle Swept Path Sheet 1 of 3</p> <p>16-021-1022 Rev B – Phase 1 – Refuse Vehicle Swept Path Sheet 1 of 3</p> <p>16-021-1023 Rev B – Phase 1 – Refuse Vehicle Swept Path Sheet 1 of 3</p> <p>16-021-1024 Rev A - Phase 1 - FW Network - Sheet 4 of 4</p> <p>16-021-004 – TRICS MM Trip Rates</p> <p>16-021-005 – Census 2011 JTW Distribution and Assignment</p> <p>16-021-006 – Consideration of Bus Services</p> <p>16-021-007 – Review of Accident Records</p> <p>16-021-008 – School Distribution and Assignment</p>
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6.	FRA – Surface Water Drainage	<p>The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment carried out by C&amp;A Consulting Engineers Ltd reference 16-021 dated May 2018 and Technical Note dated 23 June 2019. The surface water drainage scheme shall include:</p> <ol style="list-style-type: none"> <li>1. Implementing the appropriate drainage strategy based on infiltration and using appropriate SuDS measures and in line with the Development Catchment Plan no. 16-021-148 .</li> <li>2. Providing storage to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + 40% climate change event. Volumes of storage should be provided as a minimum for each development area as stated within the Flood Risk Assessment micro-drainage calculations.</li> </ol> <p>The mitigation measures shall be fully implemented prior to first site occupation of each phase and in accordance with the timing / phasing arrangements embodied within the scheme.</p> <p><u>Reason:</u> To ensure that the site is subject to an acceptable drainage system serving the development and to prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site in accordance with Policy CS31 of the Dacorum Borough Core Strategy (2013) and Paragraph 165 of the National Planning Policy Framework (2019).</p>

7	LLFA – Drainage Design	<p>Before each phase of development approved by this planning permission, no development shall take place until the design of the drainage scheme for that phase has been submitted to, and approved in writing by, the local planning authority. The drainage system for each future phase/plot shall include a restriction in run-off and surface water storage on site based on the catchment approach of the strategic system as outlined and based on the submitted Flood Risk Assessment carried out by C&amp;A Consulting Engineers Ltd reference 16-021 dated May 2018 and Technical Note dated 23 June 2019. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.</p> <p>The drainage design for each phase/development area shall include the following:</p> <ol style="list-style-type: none"> <li>1. Limiting the surface water run-off generated by the 1 in 100 year + climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site. Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.</li> <li>2. Where infiltration forms part of the proposed system such as infiltration trenches and soakaways, soakage test results and test locations in accordance with BRE digest 365 should be provided.</li> <li>3. Providing storage to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + 40% climate change event and details as to how this is to be achieved.</li> <li>4. Demonstrate an appropriate SuDS management and treatment train and inclusion of above ground features reducing the requirement for any underground storage.</li> <li>5. Drainage design where possible should avoid locating soakaways that serve multiple properties in private curtilage. <a href="http://www.hertfordshire.gov.uk">www.hertfordshire.gov.uk</a></li> <li>6. Silt traps for protection for any residual tanked elements.</li> <li>7. Calculations to demonstrate how the system operates during a 1 in 100 year critical duration storm event plus 40% for climate change including drain down times for all storage features.</li> <li>8. Full detailed engineering drawings including cross and long sections, location, size, volume, depth and any inlet and outlet features. This should be supported by a clearly labelled drainage layout plan showing pipe networks. The plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.</li> <li>9. Details regarding any areas of informal flooding (events those exceeding 1 in 30 year rainfall event), this should be shown on a plan with estimated extents and depths.</li> </ol>
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8.	LLFA - SuDS Management and Maintenance	<p>Upon completion of the drainage works for each phase in accordance with the timing/phasing, a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:</p> <ol style="list-style-type: none"> <li>1. Provision of complete set of as built drawings for site drainage.</li> <li>2. Maintenance and operational activities.</li> <li>3. Arrangements for adoption and any other measures to secure the operation of the scheme throughout its lifetime.</li> </ol> <p>The scheme shall subsequently be implemented in accordance with the approved details.</p> <p><u>Reason:</u> To ensure that the site is subject to an acceptable drainage system serving the development and to prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site in accordance with Policy CS31 of the Dacorum Borough Core Strategy (2013) and Paragraph 165 of the National Planning Policy Framework (2019).</p> <p><u>INFORMATIVES</u></p> <p>We note the proposals to provide residential dwellings with individual soakaways or shared soakaways. We would strongly recommend that soakaways serving multiple properties should not be located within private curtilage. There is a high uncertainty that individual house owners will have the means to undertake the maintenance required by drainage features within their property. As the drainage system is serving more than one property, the lack of maintenance would affect several properties.</p> <p>As this is a greenfield site, we would not expect the use of below ground attenuation features. At detail design stage we would expect above ground measures such as permeable paving, swales etc. could be used on impermeable sites and utilised within green space and areas of landscaping. Prioritising above ground methods and providing source control measures can ensure that surface water run-off can be treated in a sustainable</p>

		manner and reduce the requirement for maintenance of underground features.
9	Tree Protection	<p>Prior to the commencement of of any Phase of the development, including the Enabling Works Phase of the development hereby approved, an Arboricultural Method Statement and Tree Protection Plan prepared in accordance with BS5837:2012 (Trees in relation to design, demolition and construction) setting out how trees shown for retention shall be protected during the construction process, shall be submitted to and approved by the Local Planning Authority. No equipment, machinery or materials for the development shall be taken onto the site until these details have been approved. The works must then be carried out according to the approved details and thereafter retained until completion of the development.</p> <p><u>Reason:</u> In order to ensure that damage does not occur to trees and hedges during building operations in accordance with Policy CS12 of the Dacorum Borough Core Strategy (2013), saved Policy 99 of the Dacorum Borough Local Plan (2004), and Paragraph 170 of the National Planning Policy Framework (2019).</p>
10	CEMP	<p>Prior to the commencement of each Phase of development, including the Enabling Works Phase, a Site Waste Management Plan and a Construction Environmental Management Plan for that Phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.</p> <p><u>Reason:</u> In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Policy CS8 of the Dacorum Borough Core Strategy (2013), Policies 51 and 54 of the Dacorum Borough Local Plan (2004) and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).</p>
11	Construction Traffic Management Plan	<p>Prior to the commencement of each Phase of development, including the Enabling Works Phase, a Construction Traffic Management Plan for that Phase shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Construction Management Plan</p> <p>The Construction Traffic Management Plan shall include details of:</p> <ol style="list-style-type: none"> <li>a. Construction vehicle numbers, type, routing;</li> <li>b. Access arrangements to the site;</li> </ol>

		<p>c. Traffic management requirements  d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);  e. Siting and details of wheel washing facilities;  f. Cleaning of site entrances, site tracks and the adjacent public highway;  g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;  h. Provision of sufficient on-site parking prior to commencement of construction activities;  i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;  j. Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.</p> <p><u>Reason:</u> In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), Policies 5, 12, 17 and 22 of Hertfordshire’s Local Transport Plan (adopted 2018), Policies 51 and 54 of the Dacorum Borough Local Plan (2004), and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).</p>
12	Archaeology	<p>No Phase of the development, including the Enabling Works Phase, shall commence until a Written Scheme of Investigation has been submitted to and approved by the Local Planning Authority in writing. The scheme shall include assessment of significance and research questions; and:</p> <ol style="list-style-type: none"> <li>1. The programme and methodology of site investigation and recording</li> <li>2. The programme and methodology of site investigation and recording as suggested by the evaluation</li> <li>3. The programme for post investigation assessment</li> <li>4. Provision to be made for analysis of the site investigation and recording</li> <li>5. Provision to be made for publication and dissemination of the analysis and records of the site investigation</li> <li>6. Provision to be made for archive deposition of the analysis and records of the site investigation</li> <li>7. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.</li> </ol> <p>All works shall, for each Phase, take place in accordance with the Written Scheme of Investigation approved.</p>

		<p>No part of the development Phase shall be occupied until the site investigation and post investigation assessment for that phase has been completed in accordance with the programme set out in the Written Scheme of Investigation and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.</p> <p><u>Reason:</u> To ensure that reasonable facilities are made available to record archaeological evidence in accordance Policy CS27 of the Dacorum Borough Core Strategy (2013), with saved Policy 118 of the Dacorum Borough Local Plan (2004) and Paragraph 189 of the National Planning Policy Framework (2019).</p>
13	Contamination	<p>No Phase of the development, including the Enabling Works Phase, shall commence until all remediation or protection measures identified in the submitted Phase I and II Geo-Environmental Site Assessment (2016) report, especially in respect of any cut and fill activities with validation report as alluded in section 11 of the report, shall be fully implemented within the timescales and by the deadlines as set out in the submitted report and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.</p> <p>For the purposes of this condition: a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable for the approved use.</p> <p><u>Reason:</u> To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Policy CS32 of the Core Strategy (2013).</p> <p><u>INFORMATIVE</u></p> <p>Un-expected Contaminated Land 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 with all works temporarily suspended because, the safe development and secure occupancy of the site lies with the developer.</p>

14	Estate Road Management and Highway Adoption	<p>No Phase of the development, including the Enabling Works Phase, shall commence until full details have been submitted to and approved in writing by the Local Planning Authority, in consultation with the highway authority, in relation to the proposed arrangements for future management and maintenance of the proposed streets within the development. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).</p> <p><u>Reason:</u> To ensure satisfactory development and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard in accordance with in accordance with Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), Policies 5 and 22 of Hertfordshire’s Local Transport Plan (adopted 2018), Policies 51 and 54 of the Dacorum Borough Local Plan (2004), and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).</p>
15	Highway Detailed Design	<p>No development in each Phase, excluding the Enabling Works Phase, shall commence until full details (in the form of scaled plans and/or written specifications) have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, to illustrate the following:</p> <ul style="list-style-type: none"> <li>i) Roads, footways.</li> <li>ii) Cycleways.</li> <li>iii) Foul and surface water drainage.</li> <li>iv) Visibility splays.</li> <li>v) Access arrangements.</li> <li>vi) Parking provision in accordance with adopted standard.</li> <li>vii) Loading areas.</li> <li>viii) Turning areas.</li> </ul> <p>The development shall be undertaken in accordance with the approved details.</p> <p><u>Reason:</u> In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), Policy 5 of Hertfordshire’s Local Transport Plan (adopted 2018), Policies 51 and 54 of the Dacorum Borough Local Plan (2004), and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).</p>

16	Offsite Highways Works	<p>Notwithstanding the details indicated on the approved drawings of these features, no on-site works above slab level shall commence in any phase until detailed schemes for the offsite highway improvement works associated with it been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The development shall be undertaken in accordance with the approved details.</p> <p><u>Reason:</u> To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018), Policies 51 and 54 of the Dacorum Borough Local Plan (2004), and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).</p>
17	Travel Plan	<p>At least 3 months prior to the first occupation/use of the approved development a revised Framework Travel Plan for the site, based upon the Hertfordshire County Council document 'Hertfordshire's Travel Plan Guidance', shall be submitted and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The approved Travel Plan shall be implemented at all times.</p> <p><u>Reason:</u> To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018), Policies 51 and 54 of the Dacorum Borough Local Plan (2004), and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).</p> <p><u>Reason:</u> To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018), Policies 51 and 54 of the Dacorum Borough Local Plan (2004), and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).</p>
18	Travel Plan	<p>No part of the development hereby permitted shall be occupied prior to the approval of the Framework Travel Plan and the approval of the relevant Plot Travel Plans and the implementation of those parts identified in the approved Framework Travel Plan as capable of being implemented prior</p>



		<p>to occupation. Those parts of the approved Overall Travel Plan and the Plot Travel Plans implemented in accordance with the timetable contained therein shall continue to be implemented as long as any part of the development is occupied.</p> <p><u>Reason:</u> To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018), Policies 51 and 54 of the Dacorum Borough Local Plan (2004), and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).</p>
19	Existing Access	<p>Prior to the first occupation of the development hereby permitted the vehicular access point from The Avenue shall be constructed in accordance with the approved drawing(s) of this feature. Prior to use arrangements shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.</p> <p>Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), Policy 5, of Hertfordshire's Local Transport Plan (adopted 2018), Policies 51 and 54 of the Dacorum Borough Local Plan (2004), and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).</p>
20	Access	<p>Prior to the first occupation of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan Figure 8 of the Transport Assessment in accordance with the highway specification 16-021-071. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.</p> <p>Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), Policy 5, of Hertfordshire's Local Transport Plan (adopted 2018), Policies 51 and 54 of the Dacorum Borough Local Plan (2004), and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).</p>
21	Pedestrian works	<p>Prior to the first occupation of the development hereby permitted the a scheme for pedestrian accesses on the western side of the development including timetables for their provision shall have been submitted to and agreed in writing with the Local Planning Authority, in consultation with the Highway Authority. The approved scheme shall be implemented in accordance with the approved details and timetables.</p>

		Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), Policy 5, of Hertfordshire's Local Transport Plan (adopted 2018), Policies 51 and 54 of the Dacorum Borough Local Plan (2004), and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).
22	Electric Vehicles	<p>The development shall deliver a minimum of 20% of the total number of car parking spaces as electric charging vehicle points with a further 20% allocated for passive provision.</p> <p><u>Reason:</u> To enable more sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013) and Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).</p>
23	Cycle Parking	<p>Prior to the first occupation of each Phase of the development hereby permitted a scheme for the parking of cycles, including details of the design, level and siting of the proposed parking, shall be submitted to and approved in writing by the Local Planning Authority</p> <p>The approved scheme shall be fully implemented before that Phase of the development is occupied and thereafter retained for this purpose.</p> <p><u>Reason:</u> To ensure 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 in accordance with Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013), Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan (adopted 2018) and Policy 62 of the Dacorum Borough Local Plan (2004),</p>
24	Levels	<p>No development in relation to each Phase, including the Enabling Works Phase, shall commence until details of the proposed slab, finished floor and ridge levels of the buildings in that Phase in relation to the existing and proposed levels of the site and the surrounding land shall have been submitted to and approved in writing by the local planning authority. The buildings shall be constructed in accordance with the approved levels.</p> <p><u>Reason:</u> To ensure a satisfactory development in accordance with Policy CS12 of the Dacorum Borough Core Strategy (2013).</p>

25	Materials	<p>No above ground development in relation to each Phase of the development, with the exception of the Enabling Works Phase, shall take place until samples and/or details of the materials to be used in the construction of the external walls and roofs of the development in that Phase have been submitted to and approved in writing by the local planning authority. Sample panels of the materials for the dwellings and boundary walls should be constructed on site to agree the final brick, mortar, flintwork, tiles/ slates and landscaping materials. Development shall be carried out in accordance with the approved details. Please do not send materials to the Council offices.</p> <p><u>Reason:</u> To ensure a satisfactory appearance to the development and to safeguard the visual character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013)</p>
26	LEMP	<p>Prior to the first occupation of each phase of the development hereby permitted a Landscape and Ecological Management Plan (LEMP) for that phase shall be submitted to, and approved in writing by, the local planning authority prior to the occupation of development. The content of the LEMP shall include the following.</p> <ul style="list-style-type: none"> <li>• Description and evaluation of features to be managed.</li> <li>• Ecological trends and constraints on site that might influence management.</li> <li>• Aims and objectives of management.</li> <li>• Appropriate management options for achieving aims and objectives.</li> <li>• Prescriptions for management actions.</li> <li>• Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).</li> <li>• Details of the body or organisation responsible for implementation of the plan.</li> <li>• Ongoing monitoring and remedial measures.</li> </ul> <p>The LEMP shall also include details of the mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The development shall be undertaken in accordance with the approved details.</p>

		<p><u>Reason:</u> To ensure habitat enhancement within the landscape of the development to comply with saved Policies 102 and 103 of the Dacorum Borough Local Plan 1991-2011.</p>
27	Lighting - Bats	<p>Prior to the first occupation of each phase of the development hereby permitted, a “lighting design strategy for biodiversity” for that phase shall be submitted to and approved in writing by the local planning authority. The strategy shall:</p> <p>a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and</p> <p>b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.</p> <p>All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.</p> <p><u>Reason:</u> To ensure habitat enhancement within the landscape of the development to comply with saved Policies 102 and 103 of the Dacorum Borough Local Plan 1991-2011.</p>
28	Badger Survey	<p>Prior to the commencement of each phase of development, including the enabling works phase, an update badger survey shall be undertaken to determine the presence or otherwise of badger setts at the Site. Any works which are predicted to impact upon any identified setts shall not in any circumstances commence unless the Local Planning Authority has been provided with a licence issued by Natural England pursuant to the Protection of Badgers Act (1992) permitting the specified activity/development to go ahead.</p> <p><u>Reason:</u> To ensure habitat enhancement within the landscape of the development to comply with saved Policies 102 and 103 of the Dacorum Borough Local Plan 1991-2011.</p>
29	Reptile Mitigation	<p>All reptile mitigation measures and/or works shall be carried out in accordance with the details contained in Chapter 9 (Ecology) of the Environmental Statement, except with the written agreement of the Local Planning Authority.</p>

		<p><u>Reason:</u> To ensure habitat enhancement within the landscape of the development to comply with saved Policies 102 and 103 of the Dacorum Borough Local Plan 1991-2011.</p>
30	Hard & Soft Landscaping Scheme	<p>No Phase of the development shall commence until details of hard landscaping, soft landscaping and a maintenance scheme have been submitted to and approved by the Local Planning Authority for each phase. These details shall include:</p> <ul style="list-style-type: none"> <li>• hard surfacing materials;</li> <li>• means of enclosure;</li> <li>• soft landscape works which shall include planting plans (including replacement tree planting); 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;</li> <li>• biodiversity enhancement measures;</li> <li>• external lighting including any street lighting;</li> <li>• minor artefacts and structures (e.g. furniture, storage units, signs etc.);</li> <li>• proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc., indicating lines, manholes, supports etc.);</li> <li>• play equipment to be included in the NEAP, LEAP1 or LEAP2 as appropriate in each relevant Phase</li> <li>• Retained historic landscape features and proposals for restoration, where relevant;</li> </ul> <p>The approved landscape works shall be carried out prior to the first occupation of any part of the Phase to which it relates. 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 and maintained until satisfactorily established.</p> <p><u>Reason:</u> To ensure a satisfactory appearance to the development and ensure it contributes to biodiversity and the local environment as required by Policy CS12 (e) of the Dacorum Borough Core Strategy (2013) and Saved Policy 99 of the Dacorum Borough local Plan (2004).</p>
31	Public Realm, Landscape Management	<p>Prior to the first occupation of each Phase of development a Public Realm, Landscape Management and Maintenance Scheme setting out how the hard and soft landscaped areas</p>

	and Maintenance Scheme	<p>identified in the approved Hard &amp; Soft Landscaping Scheme (approved pursuant to Condition 27) are to be maintained and managed in relation to the relevant Phase has been submitted to and approved in writing by the Local Planning Authority. The relevant Public Realm, Landscape Management and Maintenance Scheme shall include details of the proposed quantum of area; location; long-term design objectives; management responsibilities and maintenance schedules for all approved landscape areas for the relevant Phase. The Public Realm, Landscape Management and Maintenance Scheme shall also identify the administrative and funding structure through which the relevant landscaped areas are to be maintained.</p> <p>The Public Realm, Landscape Management and Maintenance Scheme shall be maintained in perpetuity as approved by the Local Planning Authority.</p> <p><u>Reason:</u> To ensure a satisfactory appearance to the development and ensure it contributes to biodiversity and the local environment as required by Saved Policy 99 of the Dacorum Borough local Plan (2004 and Policy CS12 (e) of the Dacorum Borough Core Strategy (2013)</p>
32	Noise	<p>Prior to the first occupation of each Phase of development, a ventilation strategy for that phase shall be submitted to and approved by the Local Planning Authority to suitably protect future occupiers of new housing from exposure to road/rail transportation noise ingress, in conjunction with adequate ventilation and mitigation of overheating. The ventilation strategy should therefore address how:</p> <ul style="list-style-type: none"> <li>• the ventilation strategy impacts on the acoustic conditions;</li> <li>• the strategy for mitigating overheating impacts on the acoustic condition.</li> </ul> <p>And where justified include a more detailed overheating assessment to inform this.</p> <p>The strategy shall be compiled by appropriately experienced and competent persons. The approved ventilation strategy shall be implemented prior to first occupation of each phase and retained thereafter.</p> <p><u>Reason:</u> To ensure that a satisfactory standard of residential amenity for future occupiers to comply with Policy CS12 of the Dacorum Borough Core Strategy (2013)</p>