THURSDAY 17 OCTOBER 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 Maddern
Councillor Riddick
Councillor C Wyatt-Lowe (Vice-Chairman)
Councillor Beauchamp
Councillor Durrant
Councillor Oguchi

Councillor McDowell
Councillor Uttley
Councillor Woolner
Councillor Symington
Councillor Hobson
Councillor R Sutton

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

AGENDA

1. MINUTES (Pages 5 - 23)
   To confirm the minutes of the previous meeting.

2. APOLOGIES FOR ABSENCE
   To receive any apologies for absence
3. DECLARATIONS OF INTEREST

To receive any declarations of interest

A member with a disclosable pecuniary interest or a personal interest in a matter who Attends a meeting of the authority at which the matter is considered -

(i) must disclose the interest at the start of the meeting or when the interest becomes apparent and, if the interest is a disclosable pecuniary interest, or a personal interest which is also prejudicial

(ii) may not participate in any discussion or vote on the matter (and must withdraw to the public seating area) unless they have been granted a dispensation.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Members’ Register of Interests, or is not the subject of a pending notification, must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal and prejudicial interests are defined in Part 2 of the Code of Conduct For Members

[If a member is in any doubt as to whether they have an interest which should be declared they should seek the advice of the Monitoring Officer before the start of the meeting]

It is requested that Members declare their interest at the beginning of the relevant agenda item and it will be noted by the Committee Clerk for inclusion in the minutes.
4. PUBLIC PARTICIPATION

An opportunity for members of the public to make statements or ask questions in accordance with the rules as to public participation.

<table>
<thead>
<tr>
<th>Time per speaker</th>
<th>Total Time Available</th>
<th>How to let us know</th>
<th>When we need to know by</th>
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<td>3 minutes</td>
<td>Where more than 1 person wishes to speak on a planning application, the shared time is increased from 3 minutes to 5 minutes.</td>
<td>In writing or by phone</td>
<td>5pm the day before the meeting.</td>
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</table>

You need to inform the council in advance if you wish to speak by contacting Member Support on Tel: 01442 228209 or by email: Member.support@dacorum.gov.uk

The Development Management Committee will finish at 10.30pm and any unheard applications will be deferred to the next meeting.

There are limits on how much of each meeting can be taken up with people having their say and how long each person can speak for. The permitted times are specified in the table above and are allocated for each of the following on a ‘first come, first served basis’:

- Town/Parish Council and Neighbourhood Associations;
- Objectors to an application;
- Supporters of the application.

Every person must, when invited to do so, address their statement or question to the Chairman of the Committee.

Every person must after making a statement or asking a question take their seat to listen to the reply or if they wish join the public for the rest of the meeting or leave the meeting.

The questioner may not ask the same or a similar question within a six month period except for the following circumstances:

(a) deferred planning applications which have foregone a significant or material change since originally being considered

(b) resubmitted planning applications which have foregone a significant or material change

(c) any issues which are resubmitted to Committee in view of further facts or information to be considered.

At a meeting of the Development Management Committee, a person, or their representative, may speak on a particular planning application, provided that it is on the agenda to be considered at the meeting.

Please note: If an application is recommended for approval, only objectors can invoke public speaking and then supporters will have the right to reply. Applicants can only invoke speaking rights where the application recommended for refusal.
5. INDEX TO PLANNING APPLICATIONS

(a) 4/01922/19/MFA - COMPREHENSIVE REDEVELOPMENT OF THE SITE TO PROVIDE 21,726 SQM OF FLEXIBLE FLOORSPACE WITHIN USE CLASSES B1C/B2/B8 & ANCILLARY OFFICES, WITH CAR & CYCLING PARKING, ACCESS & LANDSCAPING. - LAND AT MAYLANDS AVENUE, HEMEL HEMPSTEAD, HP2 4NW (Pages 24 - 58)

(b) 4/00932/19/FUL - DEMOLITION OF GARAGES AND THE CONSTRUCTION OF 5 DWELLINGS CONSISTING OF ONE 2-BEDROOM HOUSE AND TWO 2-BEDROOM APARTMENTS AND TWO 1-BEDROOM APARTMENTS, ASSOCIATED PARKING AND LANDSCAPING, BIN STORE AND WORKS TO ACCESS ROAD. - GARAGE SITE, LEYS ROAD, HEMEL HEMPSTEAD (Pages 59 - 79)

(c) 4/01643/19/FHA - TWO STOREY SIDE EXTENSION, PART TWO STOREY AND PART SINGLE STOREY REAR EXTENSION - 13 LOMBARDY DRIVE, BERKHAMSTED, HP4 2LG (Pages 80 - 90)

6. APPEALS (Pages 91 - 94)

7. QUARTERLY ENFORCEMENT REPORT (Pages 95 - 108)
Present:

MEMBERS:
Councillors Guest (Chairman), C Wyatt-Lowe (Vice-Chairman), Maddern, Riddick, Beauchamp, Oguchi, McDowell, Uttley, Woolner, Symington, Hobson and R Sutton

OFFICERS:
W Collier (Planning Officer), B Curtain (Lead Planning Officer), N Gibbs (Lead Planning Officer), S O'Donnell (Lead Planning Officer), E Palmer (Planning Officer), P Stanley (Development Management Team Leader), C Gaunt (Legal Governance Team Leader) and C Webber (Corporate & Democratic Support Officer)(Minutes)

The meeting began at 7.00 pm

273 MINUTES
The minutes of the meeting held on 5 September were confirmed by the Members present and were then signed by the Chairman.

274 APOLOGIES FOR ABSENCE
Apologies for absence were received from Councillor Durrant.
Apologies for lateness were received from Councillor Guest.
Councillor Wyatt-Lowe took the Chair until Councillor Guest arrived.
Councillor Guest arrived at 7:44pm.
Apologies for lateness were received from Councillor Maddern.
Councillor Maddern arrived at 7:41pm.

275 DECLARATIONS OF INTEREST
Councillor Wyatt-Lowe asked Members to remember to declare any Disclosable Pecuniary or other Interests at the beginning of the relevant planning application.
PUBLIC PARTICIPATION

Councillor Wyatt-Lowe reminded Members and the public about the rules regarding public participation as follows:

For each application the officer presents the report to the Committee, then the participants from the public are called to speak. Following this, questions are taken from the Committee along with statements and comments for debate.

Items on the Agenda were heard in the following order: 5c, 5d, 5a, 5b, 5e, 5f, prioritising those items with public speakers on to be heard first.

277 4/01430/19/FUL - DETACHED AGRICULTURAL BARN - LONG LANE FARM, LONG LANE, BOVINGDON, HEMEL HEMPSTEAD, HP3 0NE

The Case Officer, Nigel Gibbs, introduced the report to Members and said that the application had been referred to the committee as the recommendation is contrary to the response of Bovingdon Parish Council.

Scott Wiggins spoke in objection of the application.

Ken Baker, Christine Brown and Mrs Hunt spoke in support of the application.

It was proposed by Councillor Beauchamp and seconded by Councillor Hobson to grant the application in line with the officer’s recommendation.

Vote:

For: 7      Against: 1     Abstained: 2

Resolved: That planning permission be granted subject to the following conditions:

<table>
<thead>
<tr>
<th>No</th>
<th>Condition</th>
</tr>
</thead>
</table>
| 1  | The building hereby permitted shall only be used for non-commercial equestrian or agricultural purposes and therefore excludes any residential use.  
   Reason: To safeguard the Green Belt and the residential amenity of the locality in accordance with Policies CS5 and CS12 of the Dacorum Core Strategy 2013 and for the avoidance of doubt. |
| 2  | There shall be no additional floor space formed within the building hereby permitted (and therefore no first floor shall be formed) and no external alterations to the approved design of the building hereby permitted.  
   Reason: To safeguard the Green Belt and the local environment in accordance with Policies CS5, CS12 and CS29 of the Dacorum Core Strategy 2013. |
| 3  | The building hereby permitted shall be constructed in the materials specified on Drawing No. DRG 1819/1E.  
   Reason: In the interests of the visual amenity in accordance with Policies CS5 and CS12 of the Dacorum Core Strategy 2013. |
<p>| | |</p>
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<td><strong>4</strong></td>
<td>The development hereby permitted shall be served by a sustainable drainage system at all times.</td>
</tr>
<tr>
<td></td>
<td><strong>Reason:</strong> To ensure that the development is subject to an acceptable drainage system in accordance with the aims of Policies CS12 and CS31 of the Dacorum Core Strategy 2013 and to protect groundwater to accord with the requirements of Policies CS31 and CS32 of the Dacorum Core Strategy 2013.</td>
</tr>
<tr>
<td><strong>5</strong></td>
<td>The building hereby permitted shall at all times feature a bat roost unit (tubes) integrated within the fabric of the new barn and designed/installed under the guidance of a suitably experienced ecologist.</td>
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<td><strong>Reason:</strong> To ensure biodiversity benefit in accordance with Policy CS29 of Dacorum Core Strategy 2013.</td>
</tr>
<tr>
<td><strong>6</strong></td>
<td>Prior to the first use of the building hereby permitted details of all exterior lighting to be installed to serve the building shall be submitted to and approved in writing by the local planning authority. The approved exterior lighting shall be installed within three months following the first use of the building hereby permitted and thereafter retained fully in accordance with the approved details.</td>
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<td><strong>Reason:</strong> To safeguard the local environment in accordance with the requirements of Policies CS5, CS12, CS24, CS29 and CS32 of the Dacorum Core Strategy 2013 and Policy 113 and Appendix 8 of the saved Dacorum Borough Local Plan.</td>
</tr>
</tbody>
</table>
| **7** | Subject to the requirements of other conditions of this planning permission the development hereby permitted shall be carried out in accordance with the following plans:  
   1819/1E  
   1819/3D  
   1819/3E  
   1819/2B  |
|   | **Reason:** To safeguard and maintain the strategic policies of the local planning authority and for the avoidance of doubt.  |

**NOTE 1: ARTICLE 35 STATEMENT**

Planning permission has been granted for this proposal. The Council acted pro-actively through early engagement with the agent during the determination process which led to improvements to the scheme.

The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

**INFORMATIVES**

**Bats**

UK and European Legislation makes it illegal to:

- Deliberately kill, injure or capture bats;
- Recklessly disturb bats;
Damage, destroy or obstruct access to bat roosts (whether or not bats are present).

Contacts:

English Nature                   01206 796666
UK Bat Helpline                 0845 1300 228 (www.bats.org.uk)
Herts & Middlesex Bat Group        01992 581442

Bats : Condition 6
The bat feature should be designed/installed under the guidance of a suitably experienced ecologist.

Un-expected Contaminated Land Informative
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.

Construction Hours of Working – (Plant & Machinery) Informative
In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1830hrs on Monday to Saturdays, no works are permitted at any time on Sundays or bank holidays.

Noise on Construction/Demolition Sites Informative
The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.

Councillor Maddern arrived at 7:41pm and, therefore, did not take part on this item.

Councillor Guest arrived at 7:44pm and also, therefore, did not take part on this item.

The Case Officer, Will Collier, introduced the report to Members and said that the application had been referred to the committee as it was contrary to the views of Berkhamsted Town Council.

James Holmes spoke in objection of the application, on behalf of Andrew Boothby.

Berkhamsted Town Councillor Garrick Stevens spoke in objection of the application.

Emma Adams spoke in support of the application.

It was proposed by Councillor Hobson and seconded by Councillor R Sutton to **GRANT** the application in line with the officer’s recommendation with the addition of a Condition relating to replacement tree planting.
Vote:

For: 6    Against: 3    Abstained: 1

Resolved: That planning permission be **GRANTED** subject to the following conditions.

**Conditions**

<table>
<thead>
<tr>
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| 1  | The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004. |
| 2  | The development hereby permitted shall be carried out in accordance with the following approved plans/documents:  
2760.03 A  
2760.04  
2760.05 A  
2760.06  
2760.07 A  
2760.08 A  
2760.09  
2760.11  
Bat Report dated 16/7/19  
Arbicoricultural Methods Statement (dated 17th July 2019 by Arbtech).  
Email regarding materials by Shaun Andrews Design and Architecture dated 23/9/19  
Reason: For the avoidance of doubt and in the interests of proper planning. |
| 3  | The tree protection measures described in the approved Arboricultural Methods Statement (dated 17th July 2019 by Arbtech) shall be put in place prior to the commencement of the development hereby permitted and shall be retained throughout the duration of the construction of the development.  
Reason: To ensure the protection and retention of existing/remaining protected trees in accordance with saved Policy 99 of the Dacorum Borough Local Plan. |
| 4  | The development hereby permitted shall be constructed in accordance with the materials specified in the email dated 23rd September by Shaun Andrew Design and Architecture.  
Reason: To ensure a satisfactory appearance to the development in accordance with Policy CS12 of the adopted Dacorum Borough Core Strategy. |
| 5  | Following the submission of revised side elevations removing the first floor bedroom windows on the northern elevation, there are only two windows to be obscure-glazed. The windows condition has been revised to read as follows:  
The following windows of the dwelling hereby permitted shall be permanently fitted with obscured glazing to a minimum of Level 3 on the Pilkington scale of privacy or equivalent and non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed: |
- First floor en-suite bathroom window for bedroom 4 on the north-east elevation.
- First floor en-suite window for bedroom 2 on the south-west elevation.

Reason: In the interests of the residential amenities of the occupants of the adjacent dwellings in accordance with Policy CS12 of the Dacorum Core Strategy 2013.

Prior to the first occupation of the development hereby permitted a Replacement Tree Planting Plan shall be submitted to and approved in writing by the Local Planning Authority. The Replacement Tree Planting Plan shall include details of the location, species and stock size / height of the replacement trees. The Replacement Tree Planting Plan shall be implemented in full by the end of the first planting season after the first occupation of the development hereby permitted. Any tree which forms part of the approved Replacement Tree Planting Plan which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity to be approved by the local planning authority.

Reason: In the interest of visual amenity and ecology in accordance with Policies CS12 and CS26 of the adopted Dacorum Core Strategy and saved Policy 99 of the Dacorum Local Borough Plan.

Councillor Guest resumed her position as Chair.

Councillor Wyatt-Lowe resumed her position to Vice-Chair.

279 4/00931/19/FUL - DEMOLITION OF GARAGES AND THE CONSTRUCTION OF 4 DWELLINGS COMPRISING 1X THREE BEDROOM HOUSE, 1 X ONE BEDROOM FLAT AND 2 X TWO-BEDROOM DWELLINGS AND ASSOCIATED LANDSCAPING AND PARKING AND REMOVAL OF CROSS OVER/ REINSTATEMENT OF THE PEDESTRIAN FOOTPATH TO THE NORTH PART OF THE SITE - GARAGE SITE, MIDDLEKNIGHTS HILL, HEMEL HEMPSTEAD

The Case Officer, Elspeth Palmer, introduced the report to Members and said that the application had been referred to the committee in view of the Council’s financial interest in the site.

It was proposed by Councillor Maddern and seconded by Councillor Beauchamp to GRANT the application in line with the officer’s recommendation.

Vote:
For: 11 Against: 0 Abstained: 1

Resolved: That planning permission be GRANTED subject to the following conditions.
<table>
<thead>
<tr>
<th>No</th>
<th>Condition</th>
<th>Reason</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</td>
<td>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.</td>
</tr>
<tr>
<td>2</td>
<td>Prior to the erection of any structure above ground level, details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection.</td>
<td>To ensure a satisfactory appearance to the development and to comply with CS12.</td>
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<td>3</td>
<td>No development (other than demolition/site preparation works) shall take place until full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details shall include:</td>
<td>To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area and to comply with CS12.</td>
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<td>hard surfacing materials;</td>
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<td>means of enclosure;</td>
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<td>soft landscape works which shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; proposed finished levels or contours; scaled plans showing garden shed/bicycle storage and design of bin store; car parking layouts and other vehicle and pedestrian access and circulation areas; and proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc, indicating lines, manholes, supports etc).</td>
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<td>The approved landscape works shall be carried out prior to the first occupation of the development hereby permitted.</td>
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<td>Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area and to comply with CS12.</td>
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<td>4</td>
<td>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or re-enacting that Order with or without modification) no development falling within the following classes of the Order shall be carried out without the prior written approval of the local planning authority:</td>
<td>To enable the local planning authority to retain control over the development of the development hereby permitted.</td>
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<td>Schedule 2 Part 1 Classes A, B, and E</td>
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in the interests of safeguarding the residential and visual amenity of the locality and to comply with CS12. The properties are sited on a compact site with limited amenity space and close relationships with neighbouring dwellings.

| 5 | **No development above ground level shall commence until a Construction Management Plan (or Construction Method Statement) 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 Management Plan shall include details of:**  
|   | **a. Construction vehicle numbers and type;**  
|   | **b. Access arrangements to the site;**  
|   | **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;**  
|   | **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.**  
|   | **Development shall be carried out in accordance with the approved Management Plan.**  
|   | **Reason:** In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire’s Local Transport Plan (adopted 2018) and to comply with Core Strategy Policy 12. |

| 6 | **Prior to the commencement of any above ground development details of any front boundary treatment shall be submitted and approved by the local planning authority. Development shall be constructed in accordance with the approved details.**  
|   | **Reason:** To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire’s Local Transport Plan (adopted 2018) and to comply with Core Strategy Policy CS12. |

| 7 | **Prior to the first occupation of the development hereby permitted, vehicular access to and egress from the adjoining highway shall be limited to the accesses shown on drawing number 407-320 P2 only. Any other access shall be permanently closed, and the footway and a full height kerb 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. 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.**  
|   | **Reason:** To ensure construction of a satisfactory access and in the interests of highway safety, traffic movement and amenity in accordance with Policy 5 of Hertfordshire’s Local Transport Plan (adopted 2018) and to comply with Core Strategy |
Policy 12.

8 Prior to the first occupation of the development hereby permitted the proposed access, on-site car parking and turning area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018) and to comply with Core Strategy Policy 12.

9 The windows at first floor level in the side elevations of unit 3 & 4 hereby permitted shall be fixed with obscure glass and top opening light 1.7 metres from the internal finished floor level.

Reason: In the interests of the residential amenities of the occupants of the adjacent dwellings along Plantation Walk and Fennycroft Road and to comply with CS12.

10 The windows at first floor level in the rear elevation of Units 1 & 2 hereby permitted shall be top hung and permanently fitted with obscured glass.

Reason: In the interests of the amenity of adjoining residents along Fennycroft Road and Spencer Way and to comply with CS12.

11 Parking space P5 shown on approved plan 407-321 Rev P2 shall be kept solely and permanently for the use of Unit 2 (the 3 bedroom dwelling hereby permitted on the north-western side of Middleknights Hill)

Reason: To ensure adequate parking for the 3 bedroom dwelling and to comply with Core Strategy Policy 12 and Saved Appendix 5 Parking Provision of the Dacorum Borough Local Plan.

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

- 407/301 Rev P2 Site as Existing
- 407/312 Location Plan
- 407/320 Rev P2 Site as Proposed
- 407/321 Rev P2 Proposed ground floor plans in context
- 407/322 Rev P1 Proposed first floor plans in context
- 407/323 Rev P1 Plans as Proposed - floor plans
- 407/324 Rev P1 Elevations as proposed Units 3 & 4
- 407/325 Rev P2 Elevations as proposed Units 1 & 2
- 407/326 Rev P1 Proposed site sections showing 25 degree test
- Planning Statement dated August 2019 prepared by Litmus Planning and Development Consultancy
- Design and Access Statement Rev 1-21/08/2019 prepared by Evolution Chartered Architects
- Phase 1 Desk Study Report dated August 2019 prepared by Earth Environmental and Geotechnical
- Phase 1 Desk Study Report Part Two Ref GS-5619504 prepared by Groundsure Location Intelligence

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

Highways

AN Agreement with Highway Authority: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will 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/business-and-developer-information/development-management/highways-development-management.aspx or by telephoning 0300 1234047.

REFUSE / WASTE COLLECTION: Provision has been made for on-site refuse/recycling stores within 30m of each dwelling and within 25m of the kerbside/bin collection and not stored on the highway, the arrangements of which are considered to be acceptable by HCC as Highway Authority. The collection method must be confirmed as acceptable by DBC waste management.

EMERGENCY VEHICLE ACCESS: The proposed dwellings are within the recommended emergency vehicle access of 45 metres from the highway. This adheres to guidelines as recommended in ‘MfS’, ‘Roads in Hertfordshire; A Design Guide’ and ‘Building Regulations 2010: Fire Safety Approved Document B Vol 1 – Dwellinghouses’.

Thames Water
As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes.

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services

Ecology
Any building clearance should be undertaken outside the nesting bird season (March to August inclusive) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than two days in advance of clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest. In the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England.

The inclusion of gardens within the development will provide net gain for biodiversity.
Any enhancements for wildlife, in the form of native planting, wildflower planting, garden pond, bat and bird boxes, etc, would be welcomed.

**Article 35 Statement**

Planning permission has been granted for this proposal. The Council acted pro-actively through early engagement with the applicant at the pre-application stage and positive engagement during the determination process which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

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280 4/01378/19/FUL - CHANGE OF USE OF EXISTING BUILDING FROM B1 (OFFICE & LIGHT INDUSTRIAL) TO C A3 (CAFE) WITH PLAY AREA AND ASSOCIATED CAR PARKING - DOODLE CABOODLE, UNIT 21, SILK MILL INDUSTRIAL ESTATE, BROOK STREET, TRING, HP23 5EF

Councillor McDowell declared that he had been present at the Tring Town Council Planning Committee meeting concerning Item 5b but that he had not taken part in the discussion or voting and, therefore, he would be approaching the application with an open mind.

The Case Officer, Will Collier, introduced the report to Members and said that the application had been referred to the committee as it was contrary to the objection of the Town Council.

It was proposed by Councillor Wyatt-Lowe and seconded by Councillor Maddern to **GRANT** the application in line with the officer’s recommendation.

**Vote:**

For: 9  
Against: 1  
Abstained: 2

**Resolved:** That planning permission be **GRANTED** subject to the following conditions.

<table>
<thead>
<tr>
<th>No</th>
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</thead>
</table>
| 1  | **The development hereby permitted shall be carried out in accordance with the following approved plans/documents:**  
   Design and Access Statement  
   Odour Management Plan August 2019 (Revised version)  
   PL102 (Revision A)  
   PL106  
   PL201  
   Reason: For the avoidance of doubt and in the interests of proper planning. |
| 2  | **The Cafe (A3) use hereby permitted shall operate at all times in accordance with the Revised Odour Management Plan dated August 2019.**  
   Reason: For the avoidance of doubt and to ensure no harm from pollution (into the air, soil or any water body) by virtue of the emissions of fumes, particles, effluent, radiation, smell light, noise or noxious substances in accordance with Policy CS32 of |

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the adopted Dacorum Borough Core Strategy.

**Article 35 Statement:**

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

<table>
<thead>
<tr>
<th>3</th>
<th>Informative</th>
</tr>
</thead>
<tbody>
<tr>
<td>The applicant is advised they are required by law (Environmental Protection Act 1990) to dispose of their waste properly and to keep records. The website <a href="http://www.rightwasterightplace.com">http://www.rightwasterightplace.com</a> provides useful information for establishments and businesses so that they can ensure they are complying with the law.</td>
<td></td>
</tr>
</tbody>
</table>

The meeting adjourned at 9:20pm.

The meeting reconvened at 9:25pm.

281 4/01534/19/FUL - DEMOLITION OF EXISTING COMMERCIAL/ANCILLARY RESIDENTIAL OUTBUILDING AND CONSTRUCTION OF TWO, ONE AND A HALF STOREY THREE BED SEMI DETACHED DWELLINGS - WOODLANDS, NOAKE MILL LANE, WATER END, HEMEL HEMPSTEAD, HP1 3BB

The Case Officer, Briony Curtain, introduced the report to Members and said that the application had been referred to the committee due to the Parish Council objection.

It was proposed by Councillor Wyatt-Lowe and seconded by Councillor Maddern to **GRANT** the application in line with the officer’s recommendation.

**Vote:**

For: 11  
Against: 0  
Abstained: 1

**Resolved:** That planning permission be **GRANTED** subject to the following conditions.

**Conditions**

<table>
<thead>
<tr>
<th>No</th>
<th>Condition</th>
</tr>
</thead>
</table>
| 1  | The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
*Reason:* To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004. |
| 2  | No development other than demolition, site preparation, groundworks and footings shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. |
Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection. A sample panel at least 1m by 1m shall be prepared for inspection and shall include details of the pointing and the finished colour of the timber cladding.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy CS12 of the Core Strategy.

<table>
<thead>
<tr>
<th>3</th>
<th>Notwithstanding the details submitted, no development other than demolition, site preparation, groundworks and footings shall take place until 1:20 details of the following (including materials and finished colour) shall have been submitted to and approved in writing by the Local Planning Authority.</th>
</tr>
</thead>
</table>
|   | - doors and windows  
|   | - rooflights  
|   | - eaves and other joinery  
|   | - bin storage enclosure |

All rainwater goods shall be finished black with a round profile.

The development shall be carried out fully in accordance with the approved details.

Reason: to ensure a satisfactory appearance to the development in the interests of the visual amenities of the area in accordance with Policy Cs12 of the Core Strategy 2013.

<table>
<thead>
<tr>
<th>4</th>
<th>Notwithstanding any details shown, full details of the following shall be submitted to and approved in writing by the Local Planning Authority.</th>
</tr>
</thead>
</table>
|   | - hard surfacing materials;  
|   | - means of enclosure;  
|   | - soft landscape works which shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;  
|   | - trees to be retained and measures for their protection during construction works;  
|   | - proposed finished levels or contours;  
|   | - sustainable urban drainage measures  
|   | - minor artefacts and structures (e.g. signs, lighting);  
|   | - proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc, indicating lines, manholes, supports etc); |

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

Any tree or shrub which forms part of the approved landscaping scheme which within a period of 5 years from planting fails to become established, becomes seriously damaged or diseased, dies, or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and...
maturity to be approved by the Local Planning Authority.

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Saved Policy 99 and 100 of the Dacorum Borough Local Plan 1991-2011.

5 The development shall not be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for the provision of a fire hydrant(s) to serve the development and the approved scheme has been implemented. The hydrants shall be installed in accordance with the approved details and thereafter maintained as such.

Reason: In the interests of the occupants of the development.

6 The development shall not be occupied until the car parking areas shown on drawing no. PRJ/19/006/001 have been laid out, constructed and surfaced. The car parking and turning areas so provided shall be maintained as a permanent ancillary to the development and shall be used for no other purpose at any time.

Reason: To ensure that adequate parking is provided at all times so that the development does not prejudice the free flow of traffic or the conditions of general safety along the adjacent lane, or the amenities and convenience of existing local residents and businesses in accordance with Policy 58 of the Adopted DBLP 1991-2011.

7 The windows at first floor level in the north-east and south-west elevations of the development hereby permitted shall be permanently fixed shut and fitted with obscured glazing to a minimum of Level 3 on the Pilkington scale of privacy or equivalent.

Reason: In the interests of the amenity of adjoining residents in compliance with Policy CS12 of the Dacorum Core Strategy September 2013.

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

Schedule 2 Part 1 Classes A, B, C and E
Part 2 Class A
Part 14 Class A

Reason: To enable the local planning authority to retain control over the development in the interests of the openness of the Green Belt and the character and appearance of the rural area and because rooflights, dormer windows and solar panels could undermine the settled ‘barn-like’ appearance of the development.

9 Prior to occupation the Ecological enhancements set out in section 4.3 table 6 of the submitted Emergence and Activity Bat Survey (EBS) should be implemented in full and thereafter maintained as such.

Reason: to ensure appropriate provision is made for the protection of bats in accordance with Policies of the Development Plan and EU Directives.
The development hereby permitted shall be carried out in accordance with the following approved plans/documents:

PRJ/19/006/100 - Dwellings A & B proposed plans
PRJ/19/006/101 - dwellings A & B proposed dwelling Elevations and perspectives
PRJ/19/006/001 - Site Location Plan and proposed site plan
Cherryfield Ecology Ecological Reports (dated 19/04/18 & 21/05/19)

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

Article 35:

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the pre-application process and during the determination stage which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

RIGHT OF WAY INFORMATIVE:

Great Gaddesden Public Footpath No; 57 abuts the application site. The legal extent of the footpath varies from a width of 2.4m at the southern end to 9m at the northern end. An area of 240sqm. The full extent of the footpath needs to be free from obstruction at all times. The applicant is reminded that no part of the development should encroach onto this footpath.

The Byway Open to All Traffic BOAT Great Gaddesden 058 as shown on the Definitive Map of Public Rights of Way should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. The safety of the public using the route and any other routes to be used by construction traffic should be a paramount concern during works, safe passage past the site should be maintained at all times. The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overspills of cement & concrete) should be made good by the applicant to the satisfaction of this Authority. All materials should be removed at the end of the construction and not left on the Highway or Highway verges. If the above conditions cannot reasonably be achieved then a Temporary Traffic Regulation Order would be required to close the affected route and divert users for any periods necessary to allow works to proceed. A fee would be payable to Hertfordshire County Council for such an order. Further information on the rights of way network is available via the website. Please contact Rights of Way, Hertfordshire County Council on 0300 123 4047 for further information in relation to the works that are required along the route including any permissions that may be needed to carry out the works. [https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rights-of-way/rights-of-way.aspx#DynamicJumpMenuManager_1_Anchor_8](https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rights-of-way/rights-of-way.aspx#DynamicJumpMenuManager_1_Anchor_8)
HIGHWAY INFORMATIVES
1. 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 willfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: http://www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047.

2. The Byway Open to All Traffic BOAT Great Gaddesden 058 as shown on the Definitive Map of Public Rights of Way should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. The safety of the public using the route and any other routes to be used by construction traffic should be a paramount concern during works, safe passage past the site should be maintained at all times. The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overspills of cement & concrete) should be made good by the applicant to the satisfaction of this Authority. All materials should be removed at the end of the construction and not left on the Highway or Highway verges.

3. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website http://www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047

4. 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/business-and-developer-information/business-and-developer-information.aspx.

ECOLOGY INFORMATIVE
In the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England.
The Case Officer, Shane O'Donnell, introduced the report to Members and said that the application had been referred to the committee due to objection by the Parish Council.

It was proposed by Councillor Maddern and seconded by Councillor Uttley to **GRANT** the application in line with the officer's recommendation.

**Vote:**

For: 10  
Against: 1  
Abstained: 1  

**Resolved:** That planning permission be **GRANTED** subject to the following conditions.

<table>
<thead>
<tr>
<th>No</th>
<th>Condition</th>
</tr>
</thead>
</table>
| 1  | The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
**Reason:** To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004. |
| 2  | Prior to development above ground level, samples of the all materials including roofing, weatherboarding and bricks, rainwater goods (black painted metal), windows, glazing and doors, and any paving materials shall be submitted to and approved in writing by the local planning authority. The approved materials shall be used in the implementation of the development. Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection.  
**Reason:** To safeguard the character and appearance of the Listed Building and the Area of Outstanding Natural Beauty in accordance with Core Policies 24 and 27 of Dacorum's Core Strategy. |
| 3  | Prior to the occupation of proposed development details of the following shall be submitted to and approved in writing by the local planning authority: details of the proposed means of enclosure within and around the site whether by means of walls, fences or hedges/trees. Development shall be carried out in accordance with the approved details.  
**Reason:** To safeguard the character and appearance of the Listed Building and the Area of Outstanding Natural Beauty in accordance with Core Policies 24 and 27 of Dacorum's Core Strategy. |
| 5  | The development hereby permitted shall be carried out in accordance with the following approved plans/documents:  
ATK/19/RA/001/TP9 |
## DESIGN AND ACCESS STATEMENT

**Supporting Statement**

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

### Article 35

Planning permission has been granted for this proposal. The Council acted proactively through application stage and the pre-application stage with the applicant to resolve issues with the scheme. The Council has therefore acted in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

### Informatics

1. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: http://www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047.

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3. 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/business-and-developer-information/business-and-developer-
283 APPEALS

That the following appeals were noted:

A. LODGED
B. WITHDRAWN
C. FORTHCOMING INQUIRIES
D. FORTHCOMING HEARINGS
E. DISMISSED
F. ALLOWED

The Meeting ended at 9.46 pm
4/01922/19/MFA  COMPREHENSIVE REDEVELOPMENT OF THE SITE TO PROVIDE 21,726 SQM OF FLEXIBLE FLOORSPACE WITHIN USE CLASSES B1C/B2/B8 & ANCILLARY OFFICES, WITH CAR & CYCLING PARKING, ACCESS & LANDSCAPING.

LAND AT MAYLANDS AVENUE, HEMEL HEMPSTEAD, HP2 4NW
Item 5a

4/01922/19/MFA COMPREHENSIVE REDEVELOPMENT OF THE SITE TO PROVIDE 21,726 SQM OF FLEXIBLE FLOORSPACE WITHIN USE CLASSES B1C/B2/B8 & ANCILLARY OFFICES, WITH CAR & CYCLING PARKING, ACCESS & LANDSCAPING.

LAND AT MAYLANDS AVENUE, HEMEL HEMPSTEAD, HP2 4NW
COMPREHENSIVE REDEVELOPMENT OF THE SITE TO PROVIDE 21,726 SQM OF FLEXIBLE FLOORSPACE WITHIN USE CLASSES B1C/B2/B8 & ANCILLARY OFFICES, WITH CAR & CYCLING PARKING, ACCESS & LANDSCAPING.

Site Address  
LAND AT MAYLANDS AVENUE, HEMEL HEMPSTEAD, HP2 4NW

Applicant  
Prologis UK Ltd

Case Officer  
Robert Freeman

Referral to Committee  
The proposal constitutes a large-scale major application and as such is excluded from consideration at an officer level in accordance with the Scheme of Delegation.

1. Recommendation

1.1 That planning permission be DELEGATED with a VIEW to APPROVAL subject to the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (As Amended)

2. Summary

2.1 The proposed development would regenerate an important site in the Maylands Employment Area and Maylands Gateway for employment purposes supporting the objectives of Policies CS4, CS14 and CS15 of the Core Strategy. It could lead to the generation of up to 600 jobs for the Borough supporting sustainable economic growth.

2.2 The design of the proposed building and its associated visual impact is acceptable in accordance with Policies CS12 and CS13 of the Core Strategy. Any associate negative environmental impacts (traffic, noise, loss of landscaping and to air quality) are likely to be negligible and/or outweighed by improvements to the surrounding landscape

3. Site Description

3.1 The application site comprises 4.83 hectares of land forming part of the former Lucas Aerospace site. It is located on the corner of Maylands Avenue and Breakspear Way within the urban area of Hemel Hempstead and the Maylands Avenue General Employment Area. The site features a large frontage to Maylands Avenue and is a prominent location as a gateway into Hemel Hempstead from the M1 motorway and from St Albans.

3.2 To the north, the site is bounded by an existing single storey McDonalds (A3/A5 use) and Costa Coffee (A1/A3 use) as well as the two storey Nuffield Fitness and Wellbeing Gym on the People Building Estate.

4. Proposal

4.1 The application proposals comprise the comprehensive redevelopment of the site to provide 21,726 sq.m of flexible B (office and employment) class floorspace and ancillary offices, together with car and cycle parking, access and landscaping. Prologis, the applicants, mainly provide customers with modern distribution space that is designed and built to a high standard of sustainability.
4.2 The site would be accessed from Blossom Way, a new private estate road through the development to the east of the site and would effectively be an extension to the Prologis development at Maylands Gateway. This access connects to the wider public highway network via Buncefield Lane. A pedestrian and cycle access would be provided from Maylands Avenue adjacent to the entrance to the property. The entrance to the building would be demarcated by a three storey office element on the south western corner of the building with a dedicated loading and service yard to the rear of the building. Staff parking will be provided along the Maylands Avenue frontage.

5. Relevant Planning History

The McDonalds and Costa Coffee were provided under planning permission 4/03157/16/MFA as part of a larger retail, restaurant/cafe and office (2787 sq.m) development on the former Lucas Aerospace site and extending to the north of the site. Due to changes in the retail market, the remainder of retail and office floorspace subject to this permission is unlikely to be implemented. The application proposals seek to replace the extant permission.

6. Policies

6.1 National Policy Guidance

National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG)

6.2 Adopted Core Strategy

NP1 - Supporting Development
CS1 – Distribution of Development
CS2 – Selection of Development Sites
CS4 – The Towns and Large Villages
CS8 – Sustainable Transport
CS9 - Management of Roads
CS12 – Quality of Site Design
CS13 – Quality of Public Realm
CS 14 – Economic Development
CS15 – Offices, Research, Industry, Storage and Distribution
CS26 – Green Infrastructure
CS27 – Quality of the Historic Environment
CS28 – Carbon Emissions Reductions
CS29 – Sustainable Design and Construction
CS30 – Sustainable Off-setting
CS31 – Water Management
CS32 – Air, Soil and Water Quality
Hemel Hempstead Place Strategy
CS34 – Maylands Business Park
CS35 – Infrastructure and Developer Contributions

6.3 Saved Policies of the Dacorum Borough Local Plan

Policy 12 – Infrastructure Provision and Phasing
Policy 13 – Planning Conditions and Planning Obligations
Policy 31 – General Employment Areas
Policy 37 – Environmental Improvements
Policy 51 – Development and Transport Impacts
Policy 54 – Highway Design
Policy 58 – Private Parking Provision
Policy 60 – Lorry Parking
Policy 99 – Protection of Trees and Woodland
Policy 100 – Tree and Woodland Planting
Policy 118 – Important Archaeological Remains
Appendix 1 – Sustainability Checklist
Appendix 4 – Layout and Design of Employment Areas
Appendix 5 – Parking Provision

6.4 Supplementary Planning Guidance / Documents

- Accessibility Zones for the Application of Car Parking Standards (July 2002)
- Area Based Policies (May 2004)
- Energy Efficiency & Conservation (June 2006)
- Environmental Guidelines (May 2004)
- Maylands Masterplan  (September 2007)
- Water Conservation & Sustainable Drainage (June 2005)

6.5 Advice Notes

- Refuse Storage Guidance Notes (February 2015)
- Sustainable Development Advice Note (March 2011)

7. Representations

Consultation responses

7.1 These are reproduced in full at Appendix A

Neighbour notification/site notice responses

7.2 There have been no comments from neighbouring parties to the application site.

8. Considerations

Policy and Principle

8.1 The site is located within the Maylands General Employment Area and is identified in the Maylands Masterplan as part of the Maylands Gateway site.

8.2 The growth and regeneration of the Maylands Business Park is a core element of the Council’s employment strategy as set out in Policies CS1, CS4, CS15 and CS34 of the Core Strategy. Policy CS4 encourages appropriate employment generating development in general employment areas with Policy CS14 identifying Maylands as a focus for economic development uses. The Maylands Masterplan has the desire for ‘employment led redevelopment which provides a high quality environment in which to invest, do business and work’
8.3 Policy CS15 sets out that the Borough is managing employment lands with a view to providing around 131,000 square metres of additional office space between 2006 and 2031 and to avoid any net loss in floor space for industry, storage and distribution purposes.

8.4 Policy CS34 explicitly states that new development within the Maylands Gateway should secure complementary employment uses in an open land setting including HQ officers, conference facilities and a hotel and other development according with the high status and green character of the gateway. These developments will be served by a new access road (Blossom Way) and will incorporate enhancements to open land in the locality.

8.5 The application seeks to provide 21,726 square metres towards the target for employment space and provide for flexible employment space for a range of potential occupants. This could contribute up to 600 jobs in the locality. Although the proposed development does not provide a high quality office HQ, it does provide a high quality B Class development in line with the aspirations for the Maylands Gateway.

8.6 The scheme would support the wider economic aspirations in the Core Strategy and Maylands Masterplan and in particular the desire to have a high quality employment use in an open land setting. This would also deliver comparable economic benefits to the extant retail scheme on this site. Such matters weigh heavily in favour of the grant of planning permission.

**Layout, Design and Scale**

8.7 Planning permission is sought for a single unit with a gross internal floor area of some 21,726 square metres addressing a strong demand for the scale of the unit by nationwide operators. This building extends to an external ridge height of 18m to achieve a total volume needed to accommodate modern storage requirements, high bay racking and mezzanine storage systems. An ancillary office space is provided at the south western corner of the building to support distribution and industrial functions of the operation.

8.8 The layout of the site has been developed in consultation with officers to utilise and extend access from Blossom Way and the adjacent Prologis development of the Maylands Gateway. This minimises the highways impact on Maylands Avenue in accordance with the Maylands Masterplan and allows for the segregation of service vehicles from other users. The service yard is located to the rear of the property and screened from the more sensitive and prominent Maylands Avenue and Breakspear Way frontages. A high quality office building projects and wraps around the south western corner of the building demarcating the entrance to the building and providing a visual focus at this important road junction. An extensive canopy, glazing and contrast in cladding provide visual interest.

8.9 The site is in a prominent location and this is exacerbated by a significant change in levels between the proposed building and Breakspear Way. The proposed office building sits on a plinth of gabion walls at the junction of Breakspear Way and Maylands Avenue, above the SuD and soft landscaped setting. The proposed building is a significant structure in terms of its scale, bulk and mass and is unapologetic in its industrial appearance and form.
8.10 The overall appearance of the scheme is however considered acceptable in accordance with Policies CS12 and CS13 of the Core Strategy.

8.11 The materials to be used in the proposals match those used on the adjacent Prologis site providing some visual connection and continuity. Whilst significant attempts have been made by the architects to reduce the bulk and mass of the property through the use of cladding, the material palettes of grey cladding with green accents and through the siting of ancillary office space and glazed areas. The profiled cladding to the building has been broken into bays to reflect the structure behind and provide visual relief and the profile of metal sheeting will also change altering the texture of the building. The southern and western warehouse elevations seen from Breakspear Way and Maylands Avenue are the most prominent and as such cladding panels are also punctuated by opaque light features. In contrast, the office building will be clad in a darker grey and accommodate full height glazing. A bespoke mesh panel will sit to the front of the glazing to provide shading.

Impact on Trees, Landscaping and Ecology

8.12 The application is accompanied by a detailed Landscape Design Statement, Tree Protection and Tree Survey Plans. It is also accompanied by appraisals of the sites ecology.

8.13 The nature of the proposed development is such that the bulk of the landscaping within the site is to be removed and replaced/supplemented. The retention of trees is limited to those areas close to and along the site boundaries as set out within the tree protection plan. This will result in the removal of some good trees within the site contrary to Policy CS12 and CS26 of the Core Strategy and Saved Policy 99 of the Local Plan.

8.14 New soft landscaping opportunities are limited to along the Maylands Avenue and Breakspear Way frontages with a focus around the SuD at the south western corner of the site. A significant number of new trees will be introduced with a high proportion of the planting being native including tree, thicket and hedgerow and wildflower/species rich grassland to extend and integrate with the surrounding landscape and species distribution into the site. Ornamental species are included around the building envelope, within prominent locations throughout car park areas and adjacent footpaths to provide visual interest and amenity.

8.15 A planting zone of between 5m and 7m is provided along the western boundary (Maylands Avenue) with a formal avenue of trees softening the elevation of the building whilst complimenting existing street trees. The main focus of landscaping as you move along Breakspear Way has been to soften the elevation and maximise screening potential of the service yard. The landscaping zone along this frontage ranges between 5m and 11m in width with a pallet of mixed woodland species including semi-mature trees to be planted. This will, in time, establish a dense woodland area adjacent to Breakspear Way with substantial environmental benefits in accordance with Policies CS12, CS26, CS28 and CS29 of the Core Strategy and Saved Policy 100 of the Local Plan.

8.16 The Ecological Appraisal submitted with the application demonstrating that the site is of low overall ecological importance. The development will create a number of opportunities to increase biodiversity through the creation of new aquatic habitats, new
foraging and nesting opportunities for birds within soft landscaping areas. This would be supportive of the objectives of Policy CS26 of the Core Strategy.

8.17 Overall the scheme is considered to result in a positive impact upon the landscaping and ecology of the site.

Impact on Highway Safety

8.18 The proposed development would have vehicular access from Blossoms Way through the wider Maylands Gateway site in accordance with the access and movement strategy set out in Policy CS34 of the Core Strategy and incorporated in the Maylands Masterplan. Vehicular traffic to the site would then be segregated at its entrance with HGV’s entering a designated service yard to the rear of the property and other vehicles directed to the landscaped car parking areas adjacent to Maylands Avenue. A separate pedestrian access would be provided to the south of the car parking providing a pedestrian link from Maylands Avenue to the entrance to the building in addition to the northern pedestrian and cycle link connecting Blossom Way with Maylands Avenue.

8.19 The proposed access arrangements for the development have been examined by the County Council as highway authority and their professional advice on the impact of development on the highway network is noted. This concludes that there would be no significant negative impact on the surrounding highway network or matters of highways safety in accordance with Policies CS8 and CS12 of the Core Strategy and in accordance with Saved Policies 51, 54 and 58 and Appendix 5 of the Local Plan 1991-2011. Indeed the analysis of the transport implications of development indicate that the impact will be far less than the extant planning permission for retail use of the site even before any travel plan for the site is fully implemented.

8.20 A total of 275 parking spaces would be provided for the scheme with 38 lorry parking bays provided in the service yard. The level of private car parking would represent a nominal shortfall of some 9 spaces against the maximum parking standards (1 space per 75 square metres) in Appendix 5 of the Local Plan 1991-2011 for the development of this scale. This is considered to be sufficient given that the site would be located adjacent a number of key bus routes and in close proximity to bus stops on Maylands Avenue. It is noted that a green travel plan will be implemented with the objective of publicising alternative means of access to the site other than by private vehicle and this over time should reduce demand on the car parking area. For these reasons, the level of parking is considered acceptable in accordance with Policies CS8 and CS12 of the Core Strategy and under Policies 51 and 58 and Appendix 5 of the Local Plan.

8.21 Further clarification has been sought as to the availability of electric charging points or infrastructure for electric vehicles within the car parking area.

8.22 The service area is considered to be acceptable in terms of its design, layout and circulation space allowing for a range of HGV or larger vehicles to manoeuvre within the site. This will also be utilised for the collection of refuse and commercial waste.

Noise and Air Quality

8.23 The site has been subject to a detailed noise and vibration assessment to indicate whether the proposals would be harmful to the residential amenities of a number of surrounding residential areas including Hales Park to the north east, Barleycroft to the
south and residential areas to the west of Maylands Avenue. These range from between 100m and 150m from the site and are divorced from the application site by major highways in the case of Maylands Avenue and the A414.

8.24 The results of the noise assessment indicate that the operation of the development will not give rise to any adverse impact in accordance with BS 4142:2014 and in terms of noise effects will be barely perceptible at noise receptors at or below the lowest observed adverse effect level (LOAEL). As such there would be no grounds for objecting to the proposed development based on predicted noise levels and any impact on neighbouring property.

8.25 The application is also unlikely to have any significant impact upon air quality in the vicinity of the application site in accordance with Policy CS32 of the Core Strategy.

Drainage and Flooding

8.26 An acceptable drainage strategy has been developed in consultation with the Environment Agency and the Lead Local Flood Agency. This should be subject to conditions as set out in the relevant responses in Appendix A.

Archaeology

8.27 The site is located in an area of archaeological significance, No.38, which incorporates a Romano-British temple complex alongside evidence of Prehistoric and Roman occupation of the area of land at the eastern edge of Hemel Hempstead. As such the development should be considered as having potential to affect heritage assets in the form of any in situ archaeological remains. The proposals have been assessed in relation to Policy CS27 of the Core Strategy and under Saved Policy 118 of the Local Plan. An archaeological desk based study was submitted with the application. The County Archaeology Unit has considered this study and indicated that a number of conditions should be imposed in the interest of safeguarding or recording archaeological remains.

Sustainable Construction

8.28 A detailed sustainability statement has been submitted with the application explaining how Prologis buildings are constructed to the highest sustainability design standards and have features that minimise the energy and water consumption in line with the corporate objectives of Prologis UK Ltd. Buildings are designed to achieve a BREEAM rating of very good as a certified and verified standard of environmental sustainability in the built environment. The Prologis approach to reducing carbon follows the energy hierarchy embodied in Policies CS28, CS29, CS31 and CS32 and illustrated at Figure 16 of the Core Strategy (Be Lean, Be Clean, Be Green).

8.29 Be Lean – The building fabric is highly efficient reducing the demand for energy and therefore carbon emissions. Some 15% of the roof space would be covered in roof lights providing natural lighting within the building whilst the thermal efficiency of the building will be enhanced through high performing materials. Any artificial lighting will be minimised and energy efficient fittings will be utilised throughout.

8.30 Be Clean - The applicants also intend to install highly efficient heating and a building energy management system
8.31 Be Green – At this stage the applicants will be installing a solar thermal hot water system to provide hot water to the property. This could be supplemented with solar photovoltaic panels subject to end users requirements.

8.32 The approach to sustainable construction is considered to be acceptable under Policies CS28, CS29, CS31 and CS32 of the Core Strategy.

Community Infrastructure Levy and CIL

8.33 All developments are expected to contribute towards the infrastructure needs arising as a result of development in accordance with Policy CS35 of the Core Strategy. Such contributions would normally be secured as a result of charges under the Community Infrastructure Levy (CIL) The Council’s Charging Schedule does not incorporate any charges for commercial or industrial floorspace and as such no CIL would be levied as a result of this development. The development is however expected to contribute towards the wider objectives of improving the public realm, access and movement within the Maylands General Employment Area in accordance with the Maylands Urban Realm Improvement project and specification. Detailed costs are provided within the document and in relation to a number of items required adjacent to the site. Some of these have been secured as a result of the partial implementation of the extant permission on the site. The remaining cost of works would be some £83,492.30 and this should be secured via a legal agreement to ensure a satisfactory appearance to the public realm around the application site and a high quality development under Policies CS12 and CS13 of the Core Strategy.

9. Conclusions

9.1 The proposed development would regenerate an important site in the Maylands Employment Area and Maylands Gateway for employment purposes supporting the objectives of Policies CS4, CS14 and CS15 of the Core Strategy. It could lead to the generation of up to 600 jobs for the Borough supporting sustainable economic growth.

9.2 The design of the proposed building and its associated visual impact is acceptable in accordance with Policies CS12 and CS13 of the Core Strategy. Any associate negative environmental impacts (traffic, noise, loss of landscaping and to air quality) are likely to be negligible and/or outweighed by improvements to the surrounding landscape.

10. RECOMMENDATION

   a) That the application be DELEGATED with a VIEW TO APPROVAL subject to the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (As Amended)

   b) That the legal agreement seeks to secure a contribution of £83,492.30 towards works under the Maylands Urban Realm Improvement programme

CONDITIONS

1. The development hereby permitted shall be begun before the expiration
of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2 No development shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS12 and CS13 of the Core Strategy

3 Prior to the occupation of the development hereby approved, a noise control scheme shall be submitted for the approval of the Local Planning Authority. The assessment shall identify the sources of any noise from industrial activity and plan associated with the development and measures to be made for its control. The approved mitigation shall be implemented in accordance with the approved scheme and shall thereafter retained.

Reason: To ensure the noise control scheme remains relevant to the occupation of the site, it should outline any schedules for repair, maintenance and servicing of fixed plant or equipment. It should also contain a provision for review and revision of the noise control scheme, examples may include noise complaints, changes in the nature of site operations or hours of operation.

INFORMATIVE

The noise control scheme should by way of assessment determine the likely noise impact on nearby sensitive receptors from the development and where required detailed measures to control it. Where guidance is available the assessment should have regard to this, for example the assessment of commercial/industrial noise shall consider BS 4142:2014 or any other equivalent standards.

4 No development shall 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. Access arrangements to the site;

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.

Reason: The construction traffic associated with the construction of this development needs to be accommodated appropriately on the site and highway network prior to issues arising during the construction of the scheme in the interests of highways safety in accordance with Policies CS8 and CS12 of the Core Strategy and Saved Policies 51 and 58 and Appendix 5 of the Dacorum Borough Local Plan 1991-2011.

5 The trees shown for retention on the approved Drawing No. and 1936-19-02 Revision B (Tree Protection) shall be protected during the whole period of site excavation and construction by the erection and retention of a 1.5 metre high chestnut paling fence on a scaffold framework positioned beneath the outermost part of the branch canopy of the trees.

Reason: In order to ensure that damage does not occur to the trees during building operations.

6 All hard and soft landscape works shall be carried out in accordance with drawings 1936-19-03 Revision D 09 (Landscape Concept Plan) and 1936-19-04 Revision D (Landscape Section Plan) The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed with the local planning authority.

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policies CS12 and CS13 of the Core Strategy and Saved Policies 99 and 100 of the Local Plan.

7 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The
landscape management plan shall be carried out as approved.

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policies CS12 and CS13 of the Core Strategy.

8 The development hereby permitted shall not be occupied until the arrangements for vehicle parking, circulation, loading and unloading shown on Drawing No. 31161-PL-101A shall have been provided, and they shall not be used thereafter otherwise than for the purposes approved.

Reason: To ensure the adequate and satisfactory provision of off-street vehicle parking facilities in accordance with Policies CS8 and CS12 of the Core Strategy and Saved Policies 51, 54, 58 and Appendix 5 of the Local Plan 1991-2011

9 The development permitted by this planning permission shall be carried out in accordance with the Flood Risk Assessment prepared by RPS Group Plc dated July 2019 and Drainage Design Philosophy prepared by RPS Group PLC dated March 2019 and the following mitigation measures;

1. Limiting the surface water run-off rates to maximum of 5l/s for Phase 2 into the wider system for all rainfall events up to and including the 1 in 100 year + climate change event.
2. Provide attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
3. Implement drainage strategy as indicated on the proposed drainage strategy drawing utilising a detention basin and below ground tanks.

Reason: To ensure that the site is subject to an acceptable drainage system serving the development in accordance with Policies CS28 and CS31 of the Core Strategy.

10 No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted the Flood Risk Assessment prepared by RPS Group Plc dated July 2019 and Drainage Design Philosophy prepared by RPS Group PLC dated March 2019 The scheme shall also include;

1. Detailed engineered drawings of the proposed SuDS features including their, location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance climate change event.
2. Demonstrate an appropriate SuDS management and treatment train and inclusion of above ground features such as permeable paving, swales etc.
3. Silt traps for protection for any residual tanked elements.
4. Final detailed management plan to include arrangements for adoption
and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: Further information is required in advance of development in order to ensure that appropriate drainage works are constructed expediently and to ensure that the appropriate disposal of surface water in accordance with Policy CS31 of the Core Strategy.

11 No development shall take place area until the applicant, or their agents or successors in title, have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

The development shall be carried out fully in accordance with the approved scheme of investigation.

Reason: All development works have the potential to disturb on site archaeology and as such it is important that such matters are considered in advance of the commencement of development. This should ensure that reasonable facilities are made available to record archaeological evidence in accordance with Policy CS27 of the Core Strategy and Saved Policy 118 of the Dacorum Borough Local Plan 1991-2011.

12 The development hereby approved shall not be occupied until the results of any archaeological monitoring have been submitted to the County Council Archaeology Unit.

Reason: To ensure the adequate recording of archaeology in accordance with Policy CS27 of the Core Strategy and Saved Policy 118 of the Dacorum Borough Local Plan 1991-2011.

13 No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report has been submitted to and approved by the Local Planning Authority.

This site shall not be occupied, or brought into use, until:

(i) All works which form part of the Remediation Method Statement report pursuant to the above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

Reason: The Council seeks to secure information on contamination and remediation prior to the commencement of works where it believes that any development has the potential to disturb contaminative material and as such would present a risk to human health. This condition is applied in order to ensure that the issue of contamination is adequately addressed and to ensure
a satisfactory development in accordance with Policy CS12, CS31 and CS32 of the Core Strategy.

14 Any contamination, other than that reported by virtue of Condition 13 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

15 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect the water environment, including groundwater in accordance with Policy CS31 of the Dacorum Core Strategy September 2013.

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

- 31161-PL-100-Location Plan
- 31161-PL-101A-Site Layout Plan
- 31161-PL-102 A-Illustrative Colour Elevations
- 31161-PL-103 Floor Plans
- 31161-PL-104A Elevations

- 1936-19-02 Revision B (Tree Protection Plan)
- 1936-19-03 Revision D 09 (Landscape Concept Plan)
- 1936-19-04 Revision D (Landscape Section Plan)

Flood Risk Assessment prepared by RPS Group Plc dated July 2019
Drainage Design Philosophy prepared by RPS Group PLC dated March 2019
Sustainability Statement by Turley Sustainability dated August 2019.

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

Consultation responses

Hertfordshire County Council - Archaeology Unit:

The proposed development site is in Area of Archaeological Significance number 38, which includes the site of the Romano-British temple complex, and evidence of Later Prehistoric and Roman occupation at Wood Lane End. Part of this site is a Scheduled Monument (SM 27921). It is also adjacent to Blossom Way (‘Maylands Gateway’), where archaeological excavations recently revealed significant evidence for Roman industry, including corn driers, ovens, a well preserved lime kiln and a tile kiln.

This office has previously recommended (with regard to applications 4/02253/15/SCE, 4/02622/17/PRE, and 4/01789/19/SCE (etc.)) that an archaeological desk-based assessment and detailed impact assessment of the site is made, prior to the submission of an application to develop the site. Such assessment should examine in detail past construction and other impacts on the site, geotechnical data, and other relevant sources available, in order that an informed decision can be made as to whether any further mitigation strategies are required for the site, such as an archaeological evaluation via trial trenches, prior to the submission of any formal proposal for its development.

A desk-based assessment has been submitted with this planning application (Archaeological Desk-based assessment. Land at Maylands Avenue, Hemel Hempstead, Hertfordshire May 2019). The assessment is based on existing published and unpublished evidence and a map regression exercise, and on the results of previous ground investigation works undertaken across the site (comprising comprised ten cable-percussion boreholes, four window-sampling boreholes and 24 mechanically-excavated trial pits in July 2016, with a further eleven trial pits and seven window samples excavated in December 2018).

This identified significant depths of made ground across much of the site, directly overlying the natural geology and the desk based assessment concludes that ‘Extensive development during the second half of the 20th century, by Lucas Industries, will have removed any potential across the majority of the site, which therefore has a nil/low potential for significant evidence dating to all periods.’

Though the locations of these ground investigations are shown (Fig 6) the detailed bore hole and trial pit logs are not included in the desk based assessment report, for wider review.

Given this, and given the importance of the Roman remains known from the near vicinity, we recommend that the following provisions be made, should you be minded to grant consent:

1. The archaeological evaluation, via trial trenching, of the development area, prior to any development taking place;

2. such appropriate mitigation measures indicated as necessary by the evaluation. These may include:

   a) the preservation of any archaeological remains in situ, if warranted, by
amendment(s) to the design of the development if this is feasible;

b) the appropriate archaeological excavation of any remains before any development commences on the site;

c) the archaeological monitoring and recording of the ground works of the development, including foundations, services, landscaping, access, etc. (and also including a contingency for the preservation or further investigation of any remains then encountered);

3. the analysis of the results of the archaeological work with provisions for the subsequent production of a report and an archive and if appropriate, a publication of these results

4. such other provisions as may be necessary to protect the archaeological interest of the site.

I believe that these recommendations are both reasonable and necessary to provide properly for the likely archaeological implications of this development proposal. I further believe that these recommendations closely follow para. 199, etc. of the National Planning Policy Framework, relevant guidance contained in the National Planning Practice Guidance, and in the Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment (Historic England, 2015).

In this case two appropriately worded conditions on any planning consent would be sufficient to provide for the level of investigation that this proposal warrants. I suggest the following wording:

**Condition A**

*No demolition/development shall take place/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:

1. The programme and methodology of site investigation and recording
2. The programme and methodology of site investigation and recording as suggested by the evaluation
3. The programme for post-investigation assessment
4. Provision to be made for analysis of the site investigation and recording
5. Provision to be made for publication and dissemination of the analysis and records of the site investigation
6. Provision to be made for archive deposition of the analysis and records of the site investigation
7. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.*

**Condition B**:

*i) Any demolition/development shall take place in accordance with the Written Scheme of Investigation approved under Condition A.*
ii) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Hertfordshire County Council - Growth and Infrastructure Unit

The Growth & Infrastructure Unit do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within Dacorum CIL Zone 3 and does not fall within any of the CIL Reg123 exclusions. Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.

Hertfordshire County Council - Highways Section

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:

Condition 1: Construction Management Plan

No development shall 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. Access arrangements to the site; 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.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire’s Local Transport Plan (adopted 2018).

Condition 2: Construction Parking

No development shall commence until a scheme detailing provision for onsite parking for construction workers for the duration of the construction period has been submitted
to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off-street parking during construction in the interests of highway safety.

Condition 3: Wheel Cleaning Facilities

No development shall commence until the details of wheel cleaning facilities associated with the proposal have been submitted to and approved in writing by the Local Planning Authority. The facilities shall thereafter be installed in accordance with the approved details and maintained on site throughout the duration of the development works.

Reason: To prevent extraneous material being deposited on the highway.

Highway Informative

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.

Section 106 Agreement

A Section 106 agreement is not required as the proposed development is part of a much wider approved development which already has a Travel Plan in place and no further developer contributions are required.

Section 278 Agreement

A Section 278 Agreement is not required as the proposed development would not include any changes to the local highway network.

Proposals

Site Description

The site would form a western expansion of the Prologis Park development in Hemel Hempstead. It is adjacent to Maylands Avenue and Breakspear Way. The site is located approximately 3.5km to the east of the town, near to Junction 8 on the M1. The site is located 9km to the west of St Albans and 16km to the west of Watford, which are other key urban centres within the region.

Description

The applicant seeks to clear an existing area of the site to deliver a new 22,332sqm flexible class site with B2(c), B2 and B8 units with associated vehicle/pedestrian access points, HGV/cycle parking, internal access roads and a service yard. The parcel of land covered by the proposals has extant planning consent for a retail led development; however, this application seeks to secure approval for a change in use.

History

A number of applications have been submitted and approved for the plots contained within the Maylands Gateway, many of which have now been delivered. The previous applications contain a number of land uses, all of which are located adjacent to the proposed site and are also served by the Blossom Way access road. The relevant
planning history for the wider Maylands Gateway development and the proposal deliberated by this response are as follows:

4/00064/17/MFA – This application represents the majority of the Maylands Gateway expansion. The application sought the approval to create 54,714 sqm of B1(c), B2 and B8 flexible commercial floor space, ancillary office space, cycle/car parking facilities, access points and landscaping. The application was granted full planning consent in August 2019.

4/03157/16/MFA – This application sought approval to create a new retail led development within the Maylands Gateway development. Permission was granted for the application in December 2017. The proposals contained within the application are as follows; 12,503 sqm of A1 retail space, 545m2 of café/restaurant A3/A5 space, 180 sqm of café/restaurant A1/A3 space, a 2,787 sqm B1 office building and associated parking access and landscaping features. This application represents the extant planning permission for parcel of land covered by the application addressed in this response.

DA/238/2019 - The applicant sought pre-application advice from HCC in regards to a number of queries. A pre-application advice meeting was held on the 14th May 2019, where applicant outlined the proposed scope of assessment within the TA, the off-site highway works, rights of way, HCC committed works and any other committed developments within the area, which was agreed by HCC. It was also agreed that the traffic data used by pervious assessments of the Prologis Park was sufficient; however, additional ATC surveys should be carried out to develop growth rates for the site, as it is considered TEMPro growth rates are higher than what is expected within the surrounding area. It should be noted that the applicant was provided with updated comments on 2nd August 2019, which superseded some of the initial comments at the pre-application advice meeting on the 14th May 2019.

Analysis

The applicant has provided a Transport Assessment (TA), Planning Statement, Design and Access Statement (DAS), existing/proposed floor plans, site location plan, elevations and a number of supporting documents, which cover issues related to archaeology, air quality, ecology and drainage, as part of the application package. The applicant has also provided a Travel Plan as an appendix within the TA. The TP covers the neighbouring Prologis Park development. This response will review the TA in detail and comment on the anticipated impacts put forward by the TA as a result of the development proposals. A Design and Access Statement (DAS) is a requirement for all full planning applications that have an impact on the highway, as outlined in Roads in Hertfordshire: Highway Design Guide (3rd Edition). A DAS has been provided as part of the application package and this is considered to be acceptable.
Policy Review

The applicant was made aware of any updated policy documents at the pre-application stage. The TA outlines a number of policy documents relevant to the proposed expansion, and an assessment of the proposals compliance with the wider objectives and targets contained within each document reviewed has also been carried out. The policy documents reviewed within the TA are as follows: • National Planning Policy Framework; • National Planning Practice Guidance; • DfT Guidance on Transport Assessment ( Archived); • Dacorum Borough Council Core Strategy; • Dacorum Borough Council Local Plan; • Hertfordshire County Council Local Transport Plan 4; • DfT Circular (2013) – The Strategic Road Network and the Delivery of Sustainable Development; • The Strategic Road Network: Planning for the Future (September 2015); • South West Hertfordshire Growth and Transport Plan (April 2019); and, • Maylands Gateway Development Brief (June 2013).

This assessment is considered to be acceptable.

Existing Trip Generation

The applicant has updated the traffic flows from the series of MCC surveys conducted in March 2016 to support the initial application for planning permission for the wider Maylands Gateway development. Growth factors derived from TEMPro have been used to update the 2016 flows to the current year, 2019. The selections used to derive the growth factors from TEMPro are outlined in the following points: • Area Definition - Dacorum 013 • Base Year – 2016 • Future Year – 2019 • Trip Definition – All purpose • Transport Mode - Car driver • Trip End Type - Origin / Destination The resultant TEMPro growth rate is as follows: • 2016 – 2019 / AM – 1.0405 / PM – 1.0395 The applicant has provided updated traffic flow diagrams, which is considered to be acceptable as the 2016 to 2019 TEMPro growth does not exceed 5% in the AM or PM peak. However, additional traffic modelling using the new traffic flows has not been provided. HCC’s response to this point is outlined in greater detail under ‘Junction Assessment’, which is addressed later within this response.

Agreed Trip Generation

The applicant has provided a summary of the traffic data used to inform application 4/00064/17/MFA and 4/03157/16/MFA. The agreed traffic generation for application 4/00064/17/MFA by peak hour period for vehicles is as follows: • AM: 92 arrivals, 27 departures and 119 two-way trips • PM: 32 arrivals, 94 departures and 126 two-way trips 4/03157/16/MFA is split into three phases, with Phase 1 already being delivered. As HCC have previously agreed to the anticipated trip generation from the site, only the trip generation from those phases which have not been delivered have been subject to further analysis within the application, which is considered to be acceptable. The agreed traffic generation for Phases 2 and 3 by peak hour period is as follows: • AM: 99 arrivals, 39 departures and 138 two-way trips • PM: 102 arrivals, 135 departures and 237 two-way trips
Updated Trip Generation

The applicant has updated the trip generation for 4/00064/17/MFA, which represents a large proportion of the Maylands Gateway development, using a trip rate derived from ATC surveys conducted near the main access points to the site, which is in line with the agreed approach established during the pre-application advice meeting. The ATC trip rates by peak are as follows: • AM: 0.147 arrivals, 0.054 departures and 0.201 two-way trips • PM: 0.061 arrivals, 0.091 departures and 0.152 two-way trips Based on the trip rates derived from the ATC data, the Maylands Gateway development is expected to result in the following number of trips by peak hour period: • AM: 80 arrivals, 30 departures and 110 two-way trips • PM: 33 arrivals, 50 departures and 83 two-way trips The net difference between the agreed trip generation and actual trip generation is as follows: • AM: -12 arrivals, +3 departures and -9 two-way trips • PM: +1 arrivals, -44 departures and -43 two-way trips This analysis is considered to be acceptable, as it demonstrates that the trip generation associated with the Maylands Gateway is lower than what was agreed at the planning stage.

Proposed Trip Generation

To determine the trip generation for the proposals the applicant has used the trip rates derived from the ATC data for a GEA of 23,226 sqm, which is the maximum threshold of development permitted on the parcel of land covered by the proposals. The resultant trip generation for the proposals is as follows: • AM: 34 arrivals, 13 departures and 47 two-way trips • PM: 14 arrivals, 21 departures and 35 two-way trips

Net Trip Generation

The net trip generation between the extant planning permission for the retail led development (4/03157/16/MFA) and the proposals contained within the application assessed within this response are as follows: • AM: -65 arrivals, -26 departures and -91 two-way trips • PM: -88 arrivals, -114 departures and -202 two-way trips This analysis clearly shows that the trip generation for the proposed site is far lower than the generation which has already been agreed. Therefore, HCC is satisfied that proposals are agreeable, and the proposed change in land use will not have any adverse impacts on the surrounding junctions and site access roads.

Trip Distribution

The applicant has not provided an assessment of trip distribution on the highway network. This is considered to be acceptable as the proposals are anticipated to
generate fewer vehicle trips than the extant planning permission for the site.

Impact on the Highway Junction Assessment

The applicant has not provided junction modelling within the Transport Assessment. The applicant is reminded that additional capacity tests were agreed during the pre-application advice meeting. Point 16 in the pre-application notes states that additional assessments would be undertaken on the following junctions: • St Albans Road/Maylands Avenue Roundabout; • Breakspear Way/Green Lane Roundabout; • Boundary Way/Green Lane Mini-Roundabout; • Boundary Way/Buncefield Lane Roundabout; and • Wood Lane End Signalised Junction.

Although under normal circumstances this would be unacceptable, the applicant has provided sufficient evidence to demonstrate that baseline traffic generation has not increased by 5%, as per the TEMPro growth rates outlined earlier within this response, and traffic generated by the proposed development is anticipated to be lower than what was agreed in the extant planning permission. Therefore, this is considered to be acceptable, and HCC does not wish to raise an objection to this point.

Highway Safety

The applicant has undertaken an assessment of highway safety based on Personal Injury Collision (PIC) data obtained from HCC for the most recent 5 years of data, which ranges from January 2014 to December 2018. The analysis found that there were 36 accidents on the highway network surrounding the site over the 5-year period, 7 of which were classed as ‘serious’ and 29 were classed as ‘slight’. No fatalities were recorded across the observed period. The applicant also identified three points where incident clusters were visible, they are outlined in the points below: • St Albans Road/Maylands Avenue Roundabout – 5 incidents; • Breakspear Way/Green Lane Roundabout – 10 incidents; and • Wood Lane End Signalised Junction – 5 incidents.

The applicant states the following in regard to the PIC data analysis: ‘A review of the PIC records demonstrates that the majority of incidents were caused as a result of driving with undue care and attention similarly cannot be attributed to inadequate highway design’ This is considered to be acceptable as the number of incidents recorded per year is relatively low, very few incidents involved active modes and no common theme has been identified in relation to the cause of the accidents analysed. Therefore, HCC does not wish to raise an objection to the application in relation to highway safety.

Refuse and Service Delivery
The planning statement submitted as part of the application package states that the development would achieve a BREEAM ’Very Good’ rating as a minimum in regard to waste. It also specifies that secure bin stores would be provided within the main building, and would have no impact on the wider site. A site waste management plan has also been prepared to ensure the development mitigates the impact of construction and operation waste generated by the development site. Swept path analysis has been provided within Appendix F of the TA, which demonstrates that a 16.5m articulated vehicle could access the site. This demonstrates that the site is accessible for any type of refuse or service vehicle likely to visit. This is considered to be acceptable and HCC does not wish to raise an objection to the proposed refuse and delivery arrangements.

Highway Layout - Vehicle Access

The main vehicular access point to the site is via the Buncefield Lane/Boundary Way roundabout and the Blossom Way access road, which has been created to support the Prologis Park development. This is considered to be acceptable.

Pedestrian and Cycle Access

The main access points for pedestrians and cyclists is via Blossom Way and a link with Maylands Avenue. There will also be internal access routes for pedestrians and cyclists to navigate the development site. This is considered to be acceptable.

Road Safety Audit

A Stage 1 Road Safety Audit (RSA) has not been provided. It is recommended that a Stage 1 RSA is conducted to cover the junctions identified as hotspots in the PIC data analysis to ensure there are no fundamental flaws in the junction design. For reference, the junctions identified are as follows: • St Albans Road/Maylands Avenue Roundabout; • Breakspear Way/Green Lane Roundabout; • Wood Lane End Signalised Junction.

Parking

Car Parking Provision

The level of car parking provided within the development falls below the maximum provision permitted by the parking guidance set by the borough council, Dacorum. The development proposes to provide 275 car parking spaces, whereas the guidance would permit a 23,226 sqm development to provide 310 spaces, which represents a 35-space reduction. This is considered to be acceptable as this ensures private vehicle use is
discouraged and the use of sustainable means of travel is promoted.

**Car Parking Layout**

The applicant has provided a layout of parking provision on the site. HCC is satisfied that the car park layout can accommodate vehicle access and egress from the development, and does not wish to raise any objections to this matter.

**Cycle Parking Provisions**

Within the planning statement the application specifies the development would provide 16 cycle parking spaces, which is based on an assessment methodology which is in line with BREEAM 2018. However, no calculations are provided to justify this level of cycle parking provision, and the proposed number of spaces is significantly lower than the standards set by Dacorum Borough Council. The standards state that there should be one cycle parking space per 500 sqm and one long term space per 10 full time staff, which the applicant has acknowledged. Based on the information provided in the Transport Assessment and Planning Statement the site is anticipated to accommodate 1,349 staff members and has a maximum development threshold of 23,226 sqm.

As per the standards, this would require the site to provide 95 spaces for the staff, which assumes 70% of staff are full time, and 47 spaces for the floor area. As a result, proposed cycle parking provision is below the standards set out by Dacorum Borough Council. It is ultimately the decision of the LPA to determine the suitability of the cycle parking proposed for the development site.

**Accessibility**

**Bus Services**

There are a number of bus stops in close proximity to the proposed development. The closest stop is located within 400m of the site on Maylands Avenue, which is in line with acceptable distances outlined in best practice guidance. The stops surrounding the site are served by frequent services to key locations in the surrounding area including Hemel Hempstead, Stevenage, Rickmansworth, Luton and London Victoria. The TA provides a detailed description of each service, the frequency in which those services operate and the days they operate. This is considered to be acceptable.

**Rail Services**

The nearest railway station to the proposed development are Hemel Hempstead and Aspley, which are located 5km and 4km to the south-west of the site, respectively. The
stations are located on the main line between Birmingham and London Euston and are served by frequent London Midland services.

Walking and Cycling

The applicant has provided walking and cycling isochrone maps to demonstrate the number of key facilities and amenities are accessible by walking and cycling. It is considered that this is acceptable as the maps highlight the development is within close proximity to wider transport opportunities and Hemel Hempstead town centre.

Construction Traffic

A Construction Traffic Management Plan (CTMP) will be required to ensure that construction vehicles will not have a detrimental impact in the vicinity of the site and a condition will be required to provide adequate parking for construction vehicles on-site to prevent on-street conflict and impacts to highway safety.

Travel Plan

The proposed development is part of a much wider approved development which already has a Travel Plan in place; therefore, a travel plan for the specific development site has not been developed, as the site will be covered by the existing plan. This is considered to be acceptable

Hertfordshire County Council - Lead Local Flood Authority

ORIGINAL COMMENT

We understand this application seeks full planning permission for a major development and we have assessed the following documents submitted to support this application:
- Flood Risk Assessment prepared by RPS Group Plc dated July 2019;
- Drainage Design Philosophy prepared by RPS Group PLC dated March 2019.

The above Flood Risk Assessment and Drainage Design Philosophy propose a drainage system to limit total site discharge to the Greenfield runoff rate of 30.77l/s by using a detention basin, tanked permeable parking and attenuation tanks below the parking area. Flow controls limit discharge to the above rate.
We are pleased to see the use of SuDS features, particularly the detention basin.

However, the information provided to date does not provide a suitable basis for an assessment of the flood risks arising from the proposed development. We therefore object to the grant of planning permission and recommend refusal on this basis for the
following reasons.

1) Details of how surface water arising from a development is to be managed is required under the NPPF for all major planning applications as amended within the NPPG from 6 April 2015.

Therefore, for the LLFA to be able to advise the Local Planning Authority that there is no flood risk from surface water, an application for full planning permission should include the following:

1. Full detailed drainage plan including location of SuDS measures, pipe runs and discharge points, informal flooding (no flooding to occur below and including the 1 in 30 year return period).

Overcoming our objection

In principle, this proposal is not acceptable due to severe inadequacy of drainage strategy and danger shown in Micro-drainage calculations which poses risk to access and indicates large flooded volumes of the basin.

1. We note the preliminary calculations from 2017 provided in Appendix K demonstrate acceptable results including discharge restricted to the Greenfield runoff rate of 30.8l/s. However, the 2019 RPS MicroDrainage calculations in Appendix F demonstrate flooding during the 1 in 30 year storm event including flood volumes of 8.263 and 4.323m3 at two filter drains. This is unacceptable according to HCC SuDS Policy 4. Moreover, during the 1 in 100 year storm event, flooded volumes up to 450.700 m3 are apparent. In addition, the 1 in 100 year critical results also show pipe flows up to 604.5l/s through a 725mm pipe (S24) into the detention pond. This is unacceptable due to the potential impact of a large oversized pipe with such a high flow rate on the detention pond in terms of erosion as well as general health and safety. While we can permit some surface water ponding at the 1 in 100 + climate change level, the volumes and flow rates above greatly exceed reasonable levels and demonstrate extremely dangerous flood risk.

For further advice on what we expect to be contained within the FRA to support an outline planning application, please refer to our Developers Guide and Checklist on our surface water drainage webpage:

This link also includes HCC’s policies on SuDS in Hertfordshire.

Informative to the LPA

The applicant can overcome our objection by submitting information which covers the deficiencies highlighted above and demonstrates that the development will not increase risk elsewhere and where possible reduces flood risk overall, and gives priority to the use of sustainable drainage methods.

If this cannot be achieved we are likely to maintain our objection to the application
The site was subject to a previous planning approval in 2017, this included a surface water drainage strategy. The drainage infrastructure associated with Phase 1 of the approval has already been constructed at the site. Therefore, the RPS Drainage Design Philosophy (DDP) has been designed in keeping with the previously approved drainage design (MAYGT-RPS-SI-XX-RPD-1300) and is referred to within this Flood Risk Assessment.

Previously it was agreed that a singular point of surface water discharge for the combined ‘Phase 1’ (north of the site and already constructed) and ‘Phase 2’ (the site) developments would be accepted if combined flows were restricted to the QBAR Greenfield run-off rate of 30.77 l/s. Associated flows from the development would be attenuated within a shared detention basin before discharge into the Thames Water surface water sewer. Thames Water have previously confirmed the rate and point of discharge for the proposed site within the existing Thames Water network.

The RPS Drainage Design Philosophy (MAYGT-RPS-SI-XX-RP-D-1300), describes the presence of an existing drainage system (including a Hydro-Brake and detention basin) that was constructed to attenuate flows in anticipation of development being undertaken both to the north of the site and the subject site. Phase 1 (north of the site) was constructed in 2018. Phase 2 (located on the site) was never constructed. There is currently a pond (detention basin) in the south east corner of the site that has been designed to take flows from the area to the north of the site (Phase 1) during extreme storm events.

In accordance with the approved drainage strategy, the development proposal outlined within this report will utilise the shared detention basin and the associated flows from the proposed development will be restricted to the agreed discharge rate of 30.77l/s as described above. The existing detention basin located within the South West corner of the site currently receives flows from the ‘Phase 1’ development to the North. It is intended to modify and re-profile the basin from its current form order to increase the attenuation capacity within to some 2,055m³, in order to attenuate flows from the proposed development. As the discharge rate from the proposed development will not exceed the previously approved rate of 30.77l/s, additional attenuation will be required. This will be in the form of underground storage tanks. This will be in the form of attenuation tanks located under the car park, providing some 550m³ storage. In order to limit flows from the hardstanding surfaces a flow control device will be fitted to the attenuation tank to a rate of 5l/s before discharging into the attenuation basin, restricting flows at source and ensuring the modified detention basin is not overwhelmed.

The surface water drainage network has been designed to accommodate run-off from all storms up to and including the 100 year return period with an additional 40% for future climate change within the site. The micro-drainage simulation results indicate a volume of flooding on-plot during the more severe rainfall events. This volume of surface water will be controlled and stored temporarily within the hardstanding areas of the plot as shown in Appendix G. During a surface water exceedance event it is likely that the deepest areas of surface water ponding would be limited to the car park and areas of soft landscaping (proposed in the south of the site).

We therefore recommend the following conditions to the LPA should planning permission be granted.

**Condition 1**

The development permitted by this planning permission shall be carried out in
accordance with the Flood Risk Assessment prepared by RPS Group Plc dated July 2019 and Drainage Design Philosophy prepared by RPS Group PLC dated March 2019 and the following mitigation measures;

1. Limiting the surface water run-off rates to maximum of 5l/s for Phase 2 into the wider system for all rainfall events up to and including the 1 in 100 year + climate change event.
2. Provide attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
3. Implement drainage strategy as indicated on the proposed drainage strategy drawing utilising a detention basin and below ground tanks.

Reason To reduce the risk of flooding to the proposed development and future occupants.

Condition 2

No development shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted the Flood Risk Assessment prepared by RPS Group Plc dated July 2019 and Drainage Design Philosophy prepared by RPS Group PLC dated March 2019 The scheme shall also include;

1. Detailed engineered drawings of the proposed SuDS features including their, location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance climate change event.
2. Demonstrate an appropriate SuDS management and treatment train and inclusion of above ground features such as permeable paving, swales etc.
3. Silt traps for protection for any residual tanked elements.
4. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

Informative to the LPA

Please note if the LPA decides to grant planning permission we wish to be notified for our records

Contamination Officer:

There is no objection to the proposed development.

The supplementary site investigation that was submitted in support of the planning application is considered appropriate. However, because of the historical industrial land use and the history of contaminated land investigations and remediation works it is important that any permission granted includes the following conditions.

Contaminated Land Conditions:

Condition 1:

(a) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report has been submitted to and approved by the Local Planning Authority.

(b) This site shall not be occupied, or brought into use, until:

(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (a) above have been fully completed
and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

**Reason:** To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

**Condition 2:**
Any contamination, other than that reported by virtue of **Condition 1** encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

**Reason:** To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

**Informatives:**
The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on “Development on Potentially Contaminated Land and/or for a Sensitive Land Use” in use across Hertfordshire and Bedfordshire. This can be found on [www.dacorum.gov.uk](http://www.dacorum.gov.uk) by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.

**Environmental Health:**

**ORIGINAL COMMENTS**

I have now reviewed both the noise and air quality reports. Some further work / information is required in respect of both submissions. I have separated comments under headings of noise and air quality below.

**Noise**

The assessment assumes the site will operate as a B8 use (warehousing and distribution), however the application specifies a flexible permission covering a B1/B2/B8 usage. Therefore the assessment of noise does not fully account for the potential sources of noise which might be associated with these uses, or flexible mix of uses. However we would not expect an assessment to cover all eventualities due to the number of outcomes that might exist.

Some further work is required to the noise assessment to clarify some of the findings made. These are:

**Background noise assessment**
1) Confirmation is required as to whether the dominant sound sources detailed at 3.7, as road traffic noise with birdsong, sirens and aircraft, were those observed at the beginning and end of the survey or throughout the background. As the survey was unattended we would expect there to be continuous audio recording in place to confirm the content of the background noise survey, and that local influencers of sound levels at the assessment site are representative of what would be experienced at residential receptors.

2) Weather conditions which can affect measurements should be recorded. I note that wind speeds were measured at the beginning and end of the survey but not throughout? The survey was conducted over a period of 6 days (24th – 30th April). Therefore we would expect some evidence of wind speeds during the assessment period in relation to the assessment and presentation of background conditions.

3) Statistical analysis ought to be carried to determine background sound levels. The report suggests background has been based on the average across the day or night period but may not be considered representative of the period being assessed. This should also consider sensitive periods such as transition from early morning and night when people may be more sensitive to noise. How to background levels vary across the day and night period that the assessment should focus on specific times, such as evenings or times when people are going to bed or due woken early by noise. In other words are there characteristics that would cause noise to be more noticeable than at other times of the day?

Assumptions

The assessment assumes no penalties for attention grabbing characteristics that may be associated with the development. 4.9 states the residual acoustic environment is characterised by transport sources and that the specific sound will not be readily distinctive in the residual acoustic environment. How does the prevailing sound environment compare with the sound environment created by a distribution hub where noise character is notably different?

There are a number of possible impulsive, tonal and intermittent sounds that may be associated with a B8 type operation which include, but are not restricted to reversing sirens, air brakes, refrigerated storage, bangs and clatters from vehicle movements in the yard, lorries coupling and decoupling from trailers, shunter operations, fork lift truck activity. Although the assessment of background details road traffic noise as the make up of the acoustic character of the area, it does not detail how this is present in the environment, compared with the likely sound environment which will be created by the introduction of this site. This area of the report needs to be re-evaluated.

The report assumes there will be no more than 1 HGV movement at night (23:00 – 07:00). The transport assessment has been revised, but I have not able to find reference to the number of likely night time movements. I have emailed transport assessment author for further advice, but as yet no reply. Although the assessment suggests limited night time activity, the report proposes consent with no restriction on operations, with a compliance condition. I understand this condition is derived from previous consent for a retail operation, but can be notably different in make-up and function. Suggesting the future occupier would require a flexible condition on hours, but with a limited assessment of night time noise impact there is limited evidence to support such a consent of 24 h
To consider how conditions may be used to ensure any potential adverse effects of noise are mitigated, in addition to revisiting the items above can the operator submit an operational statement which outlines how they intend the site will be used that we control noisy operations by way of a noise management plan condition and, where the site is subject to change in operation, occupier or an intensification of operation the plan is subject to review and revision?

Noting the flexible usage sought under B1/B2/B8 use class orders I would suggest a similar approach for site noise, but excluding on-site vehicle noise which is dealt with by separate condition. I would suggest the following:

Prior to occupation of the development hereby approved, a noise control scheme shall be submitted for approval by the LPA, which assesses the sources of noise from industrial activity and plant associated (both internal external and sources) with the development and measures to be made for its control. The scheme shall be prepared by appropriately experienced and competent persons.

All noise control measures shall be fully implemented in accordance with the approved scheme and, retained thereafter.

Informative

The noise control scheme should by way of assessment determine the likely noise impact on nearby sensitive receptors from the development and where required detail measures to control it. Where guidance is available the assessment should have regard to this. For example the assessment of an industrial/commercial source of sound should consider BS 4142:2014 or any other equivalent standard as appropriate. Where assessment is based on prediction of noise levels, it should also specify any validation requirements before commissioning.

To ensure the noise control scheme remains relevant to the occupation of the site, it should outline any schedules for repair, maintenance and servicing of fixed plant or equipment. It should also contain a provision for review and revision of the noise control scheme, examples may include noise complaints, changes in the nature of site operations or hours of operation.

Air Quality

Under a separate application we had an assessment of air quality completed which produced noticeably different results with regard to predicted ambient NO2 levels. This was detailed under 4/02286/18/MFA. I understand this application was refused.

The predicted future baseline at receptors close to the application site shows quite a disparity with the most recent prediction of impact. Moreover I have question marks regarding the background value used to model site impacts noting a value of 28ugm. This argues a conservative assessment, but I disagree since a higher background value attributes a greater proportion of NOx arising from background sources rather than road sources. This has the potential to underplay contributions as a result of the development
and would request the assessment is revisited with revised background NO2 concentrations.

ADDITIONAL COMMENTS

These will be incorporated within the Addendum.

Environment Agency:

The submitted documents show there is potential contamination to ground. The site is located in SPZ3 on a principal and secondary aquifer. Therefore these proposals need to be dealt with in a way which protects the underlying groundwater.

We are currently operating with a significantly reduced resource in our Groundwater and Contaminated Land Team in Hertfordshire and North London Area. This has regrettably affected our ability to respond to Local Planning Authorities for some planning consultations. We are not providing specific advice on the risks to controlled waters for this site as we need to concentrate our local resources on the highest risk proposals.

The submitted documents show there is potential contamination to ground. The site is located in SPZ3 on a principal and secondary aquifer. Therefore these proposals need to be dealt with in a way which protects the underlying groundwater.

We recommend, however, that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be in addition to the risk to human health that your Environmental Health Department will be looking at.

We expect reports and Risk Assessments to be prepared in line with our Groundwater Protection guidance (previously covered by the GP3) and CLR11 (Model Procedures for the Management of Land Contamination).

In order to protect groundwater quality from further deterioration:

- No infiltration-based sustainable drainage systems should be constructed on land affected by contamination, as contaminants can remobilise and cause groundwater pollution.

- Piling, or any other foundation designs using penetrative methods, should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

- Decommission of investigative boreholes to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies, in line with paragraph 170 of the National Planning Policy Framework.

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of
Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

You may wish to consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.

**Advice to applicant**

**Water Resources**

Increased water efficiency for all new developments potentially enables more growth with the same water resources. Developers can highlight positive corporate social responsibility messages and the use of technology to help sell their homes. For the homeowner lower water usage also reduces water and energy bills.

We endorse the use of water efficiency measures especially in new developments. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments.

We recommend that all new non-residential development of 1000sqm gross floor area or more should meet the BREEAM ‘excellent’ standards for water consumption.

**Thames Water**

**Waste Comments**

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection.

**Water Comments**

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

**Supplementary Comments**

Surface water disposal to follow the Mayor of London Drainage Hierarchy. We expect significant reduction from the current surface water discharge rates.
Item 5b

4/00932/19/FUL DEMOLITION OF GARAGES AND THE CONSTRUCTION OF 5 DWELLINGS CONSISTING OF ONE 2-BEDROOM HOUSE AND TWO 2-BEDROOM APARTMENTS AND TWO 1-BEDROOM APARTMENTS, ASSOCIATED PARKING AND LANDSCAPING, BIN STORE AND WORKS TO ACCESS ROAD.

GARAGE SITE, LEYS ROAD, HEMEL HEMPSTEAD
Item 5b

4/00932/19/FUL DEMOLITION OF GARAGES AND THE CONSTRUCTION OF 5 DWELLINGS CONSISTING OF ONE 2-BEDROOM HOUSE AND TWO 2-BEDROOM APARTMENTS AND TWO 1-BEDROOM APARTMENTS, ASSOCIATED PARKING AND LANDSCAPING, BIN STORE AND WORKS TO ACCESS ROAD.

GARAGE SITE, LEYS ROAD, HEMEL HEMPSTEAD
1. Recommendation

1.1 That planning permission be **GRANTED**.

2. Summary

2.1 The proposal would optimise the use of a previously developed site and provide much needed affordable housing within a part of the borough where new residential development is encouraged. The proposed layout of the site and the design of the building has regard to the local context and avoids any significant adverse impacts on the residential amenity of nearby occupiers. Access arrangements are acceptable and sufficient parking would be provided within the confines of the site. The development is therefore considered to be policy compliant as discussed within this report.

3. Site Description

3.1 The application site comprises an area of approximately 0.14 hectares and is currently occupied by 21 garages with associated hardstanding. The garages are laid out in two terraces - one on the south-east boundary and one on south-west boundary. The garages on the south-east boundary are in a level terrace while the the garages on the south-west boundary follow the site gradient. Vehicular access to the site is from Langley Avenue with pedestrian-only access available from Belmont Road. The site occupies an elevated position above Langley Avenue but sits below the level of the dwellings on Belmont Road.

4. Proposal

4.1 Planning permission is sought for the demolition of the existing garages and the construction of a residential block containing one 2-bedroom house, two 2-bedroom apartments and two 1-bedroom apartments, associated parking, landscaping, bin store and works to the access road.

5. Relevant Planning History

No recent history.

6. Policies

6.1 National Policy Guidance
6.2 Adopted Core Strategy –

NP1, CS1, CS2, CS4, CS8, CS9, CS11, CS12, CS17, CS18, CS19, CS28, CS29, CS31, CS32, CS35

6.3 Saved Policies of the Dacorum Borough Local Plan

Policies 10, 18, 21, 51, 58

6.4 Supplementary Planning Guidance / Documents [include only those relevant to case]

- Area Based Policies (May 2004) - Residential Character Area BCA 3:Bank Mill
- Accessibility Zones for the Application of car Parking Standards (July 2002)
- Affordable Housing (Jan 2013)

7. Constraints

- Former Land Use
- Residential Area
- CIL3

8. Representations

Consultation responses

8.1 These are reproduced in full at Appendix A

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B

9. Considerations

Main issues

9.1 The main issues to consider are:

- Policy and principle
- Quality of the Design and Impact on Character and Appearance of the Area
- The Potential Impact on Living Conditions of Occupiers of Surrounding Residential Units
- Impact on Trees and Landscaping
- Access, Parking and Manoeuvrability
- Other Considerations

Policy and Principle
9.2.3 Core Strategy Policy CS1 states that Hemel Hempstead will be the focus for homes and Policy CS4 states that appropriate residential development within residential areas in the Towns and Large Villages is encouraged.

9.2.4 Policy CS17 of the Core Strategy seeks to promote residential development to address a need for additional housing within the borough and new dwellings are supported in principle by policy CS18 of the Core Strategy.

9.2.5 The National Planning Policy Framework (henceforth referred to as the NPPF) encourages the provision of more housing within towns and other specified settlements and encourages the effective use of land by reusing land that has been previously developed. Local Plan Policy 10 seeks to optimise the use of available land within urban areas.

9.2.6 The Bennetts End character area appraisal, within which the application site is located, states that:

9.2.7 The redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking and where proposals accord with the Development Principles.

9.2.8 The disposal of garage sites formerly owned by Dacorum Borough Council is the culmination of a review of garage stock undertaken in 2014 at the request of Members. The garages were found to be unsuitable for modern vehicles, owing to their limited size, and therefore only suitable for general storage and the parking of motorcycles. As such, the re-development of this site for housing is unlikely to result in any significant levels of parking displacement.

The Quality of the Design and Impact on the Character and Appearance of the Area

9.3.1 Saved Appendix 3 of the Dacorum Local Plan (2004) deals with the detailed aspects of the layout and design of residential areas, with reference specifically being made to the need for development to respect the character of the surrounding area, and, in particular, the provision of adequate space in order to avoid creating a development with a cramped appearance.

9.3.2 The layout has largely been dictated by the location of the existing road and the need to maintain access to a pedestrian path connecting the site to Belmont Road.

9.3.3 The site is located within the Bennetts End character area, which is described as:

9.3.4 An early new town residential neighbourhood built mainly in the 1950s, characterised by consistency in design of buildings and a traditional approach to dwelling layout fronting onto curving roads and following clear building lines; the area contains a high incidence of open land and structural amenity areas.

HCA 21: Bennetts End

Development Principles
Design: No special requirements.

Type: Terraces are encouraged; detached houses will not normally be permitted.

Height: Should not exceed two storeys. Three storey development may be permitted where adjacent or nearby to buildings of a similar height, depending upon its impact on the character and appearance of the area.

Size: Small to medium sized dwellings are encouraged. Large bulky buildings are strongly discouraged and will not normally be permitted.

Layout: Dwellings should front onto the road, and follow or set out clear building lines. Layout of new dwellings should be strongly linked to existing or new areas of amenity land. New development should contribute to or create serial views in the area. Spacing in the medium range (2 m to 5 m) is expected.

Density: Should be provide within the medium density range (30 to 35 dwellings/ha (net)). This may rise to a high density (35 to 50 dwelling/ha (net)) on sites close to or at the Bennettsgate Local Centre Local Centre in cases where the character and appearance of the area are not unduly harmed.

9.3.5 Guidance in respect of the density of new development is also provided by saved Policy 21 of the Dacorum Local Plan, which states that careful consideration needs to be given to new housing proposals in order to ensure that they make effective and most efficient use of the available land. A density in the region of 30 to 50 dwellings per hectare is generally considered to be acceptable; densities below 30 dwellings per hectare should be avoided. As the proposal would result in a numerical density of approximately 35 dwellings per hectare, it is considered to be in accordance with both HCA 21 and saved Policy 21.

9.3.6 The design utilises a hipped roof form and the materials would comprise a mixture of red facing brick at ground floor, grey weatherboarding at first floor and plain red concrete tiles for the roof. Policy CS12 of the Dacorum Core Strategy stated that development should, amongst other things, respect adjoining properties in terms of layout, site coverage, scale, height, bulk and materials. Whilst not an exact replication of the nearby maisonettes on Leys Road, the design is not dissimilar: both constitute two-storey blocks which make use of standard building materials (brick, render and concrete tiles in the case of the properties on Leys Road; and, in the case of the proposed development, brick, weatherboarding and concrete roof tiles). Overall, the resultant visual appearance would be satisfactory. In order to ensure a high quality development, should Members be minded to grant planning permission, it is recommended that a condition be included requiring samples of materials to be provided prior to the commencement of building works.

9.3.7 Saved Appendix 3 of the Dacorum Local Plan requires all residential development to provide private open space for use by residents whether the development be houses or flats. Gardens should usually be positioned to the rear and have an average minimum depth of 11.5 metres, although it is acknowledged in the appendix that a range of garden sizes should be provided. An exception is made for
dwellings in close proximity to public open space and infill dwellings. In the case of the latter, garden depths of below 11.5m but of equal depth to adjoining properties will be acceptable. Residential development designed for multiple occupancy is required to provide a private communal area to the rear of the building at least equal to the footprint of the building for two-storey development.

9.3.8 Unit 5 is the only unit that could properly be described as a traditional house, albeit one integrated into a larger block of flats. It would have a rear garden depth of approximately 11.05m. However, given that the development represents infill and is in close proximity to a large playing field - adjacent to Leys Road - the level of amenity space being provided is considered acceptable. Importantly, the area being provided would be functional and allow for a range of uses. The communal area to the rear of the building (including the private terraced areas for Units 1 and 2) would exceed the footprint of the area of the building containing the flats. Therefore, the level of provision for the flats is also considered acceptable.

The Potential Impact on the Living Conditions of the Occupiers of Surrounding Residential Units

9.4.1 The NPPF (2019) outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013) seek to ensure that residential development is designed and laid out so that the privacy of existing and new residents is achieved, whilst also avoiding visual intrusion, loss of sunlight and daylight and disturbance to surrounding properties.

9.4.2 A number of objections have been received from local residents, which are appended in full within Appendix 1. These are addressed below.

9.4.3 Saved Appendix 3 of the Dacorum Local Plan (2004) states that a minimum distance of 23 metres between the main rear wall of a dwelling and the main wall (front or rear) of another should be met to ensure privacy, with distance being increased depending on character level and other factors.

9.4.4 Unit 5 would be located directly to the rear of no. 44 Langley Avenue. Consequently, consideration needs to be given as to whether this would result in an unacceptable loss of privacy. Drawing no. 407-210 (Rev P3) confirms that there would be a separation distance of approximately 40 metres from the front wall of Unit 5 to the main rear wall of no. 44. Whilst noting that the application site occupies a higher land level, the degree of separation is considered to be acceptable and is far in excess of the minimum set out in saved Appendix 3. Unit 5 does not have any windows on its flank elevation; therefore, there would be no loss of overlooking / loss of privacy to the dwellings in Pamela Avenue.

9.4.5 Nos. 105-111 Belmont Road are located to the south-east of the application; therefore, the rear windows of the proposed development would face toward these properties. There would, however, be a minimum back-to-back separation distance of approximately 37 metres and, furthermore, it should also be noted that a number of mature trees, all but two of which are to be retained, would provide additional screening. The separation distance is considered to be acceptable, ensuring that the
levels of overlooking would not be over and above that reasonably expected within a residential area of a town.

9.4.6 In terms of the dwellings located to north (on Leys Road), the design of the development has been mindful of the potential for overlooking from first floor windows. As such, the kitchen window of Unit 3 has been angled away from the northern boundary in order to avoid the perception of overlooking to the nearest garden areas.

9.4.7 Whilst it is acknowledged that the 21 garages within the site are no longer available for use, effectively resulting in zero vehicular movements for a period of time, prior to the purchase of the site by the applicant there would have been vehicle movements connected with the garages. Moreover, as acknowledged by the transport appraisal carried out by Cannon Consulting Engineers, it is debatable whether the vehicular movements associated with the garages, which in all likelihood would have been used for storage (owing to their inadequate size for use by modern vehicles), would be less than that of the new residential development. The residential development is limited in scale and any vehicles using the access road would not be travelling at great speed; therefore, taking all the above into account, it is not considered that there would be significant impacts in terms of noise and disturbance on the nearby dwellings and residential gardens.

9.4.8 The proposed development would be located to the north-west of the properties on Belmont Road, over 37 metres away and screened by mature trees. It should also be noted that the Belmont Road properties occupy a land level approximately 3.4 metres higher than that of the application site. Consequently, having had regard to the fact that the new residential block would only be of two-storey construction, the development proposal would not result in any significant adverse impacts in terms of overshadowing or visual intrusion.

9.4.9 In terms of the bin storage area, this is set in from the boundary by over 1m and located at the far end of the nearest garden areas. It is unclear whether the bin store would be covered; however, it is not considered that its positioning in this location would have such a severe effect as to warrant a refusal of planning permission. This notwithstanding, it is appropriate to obtain full details of the bin storage area prior to first occupation of the development, and as such, a condition is recommended to be included with any grant of planning permission requiring further details to be submitted.

9.4.10 There would be no significant impacts on sunlight and daylight to the surrounding properties.

**Impact on Trees and Landscaping**

9.5.1 Saved Policy 99 of the Dacorum Local Plan states where new development is proposed a high priority will be given to their retention and to their protection during development.

9.5.2 All but two of the mature trees proximate to the south-eastern boundary of the site are to be retained. Tree 10 (as indicated within Tree Survey Report) has been identified as potentially unstable with limited potential to stabilise through pruning. Tree 9, a companion of Tree 10, is unlikely to be stable following the removal of its counterpart and thus will need to be removed.
9.5.3 A Tree Protection Plan has been provided which outlines how the remaining retained trees are to be protected during the construction period. These measures are considered to be appropriate and will be secured by way of a suitably worded planning condition.

**Access, Parking and Manoeuvrability**

9.6.1 The proposal includes the reconfiguration and widening of the existing access to accommodate the residential use of the site. This would be achieved by the removal of an area of grass verge which runs parallel to the access road, allowing two vehicles to pass one another at the entrance to the site, and provide an enhanced width along the entire extent of the access. The increased width would be sufficient to facilitate access by emergency vehicles. Swept path analysis has been provided to demonstrate that there would be sufficient space for a refuse freighter and fire tender to manoeuvre within the site and depart in a forward gear.

9.6.2 Whilst increasing the width of the access is appropriate in order to provide a safe and satisfactory means of access to the development, it is acknowledged that the removal of the grass verge would result in vehicles coming into closer proximity with the flank wall and garden boundary of no. 44 Langley Avenue. Consequently, the plans have now been amended to include the installation of an impact barrier, full details of which are to be reserved by condition.

9.6.3 In terms of parking provision, the development would give rise to a requirement of 7 off-road parking spaces. A total of 7 off-road car parking spaces are proposed and thus the scheme is fully compliant with the Council’s maximum parking standards found within saved Appendix 5 of the Dacorum Local Plan. As regards national planning policy, paragraph 109 of the NPPF states that:

*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

9.6.4 Having had regard to the relatively small-scale nature of the development, the level of parking provision is considered to be acceptable and would not result in an unacceptable impact on highway safety.

9.6.5 The Highway Authority have been consulted and do not wish to raise any objections to the proposal subject to the inclusion of a number of conditions and informatives.

9.6.6 In accordance with saved Appendix 5 of the Dacorum Local Plan, the respective rows of spaces have a separation of 6m and the spaces have dimensions of 2.4m x 4.8m.

9.6.7 As a result of the above assessment, access, parking and manoeuvrability are considered to be acceptable. The development would therefore comply with saved Policy 58 (Private Parking Provision) of the Dacorum Local Plan, saved Appendix 5 of the Dacorum Local Plan, Policies CS8 and CS12 of the Dacorum Core Strategy.

**Other Material Planning Considerations**
Affordable Housing

9.7.1 In line with Policy CS19 of the Core Strategy, which has been subject to updated interpretation through the Council’s Affordable Housing SPD – Clarification Note, the construction of 5 dwellings would not give rise to a requirement for affordable housing – either by way of on-site provision or in the form of a commuted sum. However, it is understood that the proposed units would comprise "Rent to Buy", which is an affordable housing tenure as defined in Annex 2 of the NPPF.

Land Contamination

9.8.1 Given the proximity of a former infilled chalk quarry to the north and historic use of the application site as lock-up garages, there is the potential for ground contamination that could adversely impact the proposed residential use. The Council’s Scientific Officer has therefore recommended a number of conditions be applied to any grant of planning permission in order to ensure that potential for land contamination is addressed and, where appropriate, remediated.

Bats

9.9.1 A Preliminary Ecological Appraisal of the site was carried out by Arbtech on 14th January 2019. No bats, evidence of bats or suitable roosting features were found within the existing garages, and the buildings were assessed as having a negligible potential to support roosting bats. Similarly, the area was found to be unsuitable for reptiles and amphibians. Hertfordshire Ecology concur with the findings and are satisfied that sufficient information has been provided in order for the local planning authority to determine the application.

Community Infrastructure Levy (CIL)

9.10.1 Policy CS35 states that all development will provide or contribute to the provision of the on-site, local and strategic infrastructure required to support the development.

9.10.2 The site is situated within Charging Area 3 as defined by the Community Infrastructure Levy Charging Schedule. As such, residential development within this area is chargeable at a rate of £100 per square metre. Exemptions in respect of payment may be available to the applicant as the proposal is for affordable housing.

10. Conclusions

10.1.1 Planning permission is sought for the construction of 5 residential units with associated amenity space and parking within land comprising of several garage blocks. The proposals would respect / reflect the density and character of the local area, and the development would provide adequate parking and amenity space.

10.1.2 Subject to the imposition of the recommended conditions, the proposals would not result in an unacceptable impact upon neighbouring properties. The submission of further information in respect of a number of matters is recommended to be secured by condition as detailed within this report.

10.1.3 The proposed units would make a valuable contribution to housing stock within
the area through the optimisation of an existing site. The application is therefore recommended for approval.

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

<table>
<thead>
<tr>
<th>No</th>
<th>Condition</th>
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</table>
| 1  | The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
   Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004. |
| 2  | The development hereby permitted shall be carried out in accordance with the following approved plans/documents:  
   407-210 Rev. P4  
   407-211 Rev. P3  
   407-212 Rev. P4  
   407-213 Rev. P4  
   Tree Protection Plan  
   Reason: For the avoidance of doubt and in the interests of proper planning. |
| 3  | No development except demolition and site clearance shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.  
   Reason: To ensure a satisfactory appearance to the development, in accordance with Policies CS11 and CS12 of the Dacorum Core Strategy (2013). |
| 4  | No development (other than that necessary for the discharge of this condition) approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:  
   A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;  
   The results from the application of an appropriate risk assessment methodology.  
   No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.  
   This site shall not be occupied, or brought into use, until: |
All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

5 Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

6 No development except demolition and site clearance shall commence until full details have been submitted to and approved in writing by the Local Planning Authority to illustrate the following:

The creation of a vehicle crossover/ dropped kerb rather than the proposed 2m kerbed access on Langley Avenue.

Reason: In the interests of highway safety and in order to ensure a safe and satisfactory means of access for all users in accordance with Policies CS8 and CS12 of the Dacorum Core Strategy (2013).

7 Prior to the first occupation of the development hereby permitted the vehicular access (indicated for improvement on drawing no. 407-210 P4 shall be upgraded in accordance with the Hertfordshire County Council residential access construction specification. 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. The highway verge shall be reinstated where the existing vehicular access is no longer required in accordance with a detailed scheme to be agreed with the Local Planning Authority, concurrently with the bringing into use of the new access.

Reason: In the interests of highway safety and to ensure that surface water run-off is effectively dealt with in accordance with Policies CS8, CS12 and CS31 of the Dacorum Core Strategy (2013).

8 Prior to the first occupation of the development hereby permitted the proposed access, on-site car parking and turning area shall be laid out, demarcated, surfaced and drained in accordance with the approved plan and retained
thereafter available for that specific use.

Reason: In the interests of highway safety in accordance with Policies CS8 and CS12 of the Dacorum Core Strategy (2013).

9  Prior to first occupation of the development hereby approved, full details of the impact barrier shown on drawing no. 407-210 (Rev. 4) shall have been submitted to and approved in writing by the local planning authority. The details shall include:

specific type of barrier to be used.
extent of barrier - i.e. how far it would extend along the access road.
method of securing the barrier in place.

The impact barrier shall be erected in accordance with the approved particulars prior to first occupation of the development hereby permitted and retained in perpetuity thereafter.

Reason: In the interests of the safety of the occupiers of no. 44 Langley Avenue, in accordance with Policy CS12 of the Dacorum Core Strategy (2013).

10  No development except demolition and site clearance shall take place until details (elevations and floor plans) of facilities for the storage of refuse shall have been submitted to and approved in writing by the local planning authority. The approved facilities shall then be provided before the development is first brought into use and they shall thereafter be permanently retained.


11  In this condition "retained tree" means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of [1 year] from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998: 1989 Recommendations for Tree Work.

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery
and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area, in accordance with saved Policy 99 of the Dacorum Local Plan and Policies CS11 and CS12 of the Dacorum Core Strategy (2013).

The trees shown for retention on Drawing No DS16011901.04 (Tree Protection Plan) shall be protected during the whole period of site excavation and construction in the manner illustrated on aforementioned Drawing No.

Reason: In order to ensure that damage does not occur to the trees during building operations, in accordance with saved Policy 99 of the Dacorum Local Plan (2004).

INFORMATIVES

Contaminated Land

The potential for the site to be affected by ground gas from the former chalk quarry should be investigated as part of the Phase II site investigation required by the Contaminated Land Condition

The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on 'Development on Potentially Contaminated Land and/or for a Sensitive Land Use' in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.

Ecology

Terrestrial Mammals:

Any excavations left open overnight should be covered or have mammal ramps (reinforced plywood board >60cm wide set at an angle of no greater than 30 degrees to the base of the pit) to ensure that any animals that enter can safely escape. Any open pipework with an outside diameter of greater than 120mm must be covered at the end of each working day to prevent animals entering / becoming trapped. To avoid killing or injuring of hedgehogs it is best practice for any brash piles to be cleared by hand.'

Nesting birds:

Nesting birds are protected under Schedule 1 of the Wildlife and Countryside Act 1981.

'Any vegetation should be undertaken outside the nesting bird season (March
to August inclusive) to protect breeding birds, their nests, eggs and young. If this is not practicable, a search of the area should be made no more than two days in advance of vegetation clearance by a competent Ecologist and if active nests are found, works should stop until the birds have left the nest.’

Highways

Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will 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/business-and-developer-information/development-management/highways-development-management.aspx or by telephoning 0300 1234047.

Appendix A

Consultation responses

<table>
<thead>
<tr>
<th>THAMES WATER UTILITIES</th>
<th>No Objection</th>
</tr>
</thead>
<tbody>
<tr>
<td>WASTE COMMENT</td>
<td></td>
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<tr>
<td>As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes">https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes</a>.</td>
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<td>With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <a href="https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services">https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</a></td>
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<tr>
<td>'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the</td>
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provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: ‘A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.’

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

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

Appendix B

Neighbour notification/site notice responses

<table>
<thead>
<tr>
<th>Objections</th>
<th>Comments</th>
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<tbody>
<tr>
<td>This planning application will be approved regardless of any objections received, however my objection is based on parking.</td>
<td></td>
</tr>
<tr>
<td>Residents across this borough are fed up with planning approval given and not enough parking provided, which then causes tension with existing residents.</td>
<td></td>
</tr>
<tr>
<td>There needs to be a minimum of 10 spaces for this build, the location cannot take anymore cars parked on pavements on Leys Road and Langley Avenue, which is what will happen.</td>
<td></td>
</tr>
<tr>
<td>Red Lion Road is a perfect example of it going wrong, that area is bumper to bumper with cars along that road making it dangerous for everyone who uses it especially pedestrians who struggle to walk down that road because it has turned into a car park.</td>
<td></td>
</tr>
<tr>
<td>Make 10 spaces available and stop using a calculation</td>
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</tbody>
</table>
method which is clearly flawed for working out parking.

<table>
<thead>
<tr>
<th>1/ overlooking / loss of privacy / Visual intrusion:</th>
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<tbody>
<tr>
<td>As you can see, we have large windows and skylights into our main family room. Will there be windows facing into our back yard? The hedges to the left of the photo will, according to your plans, now have an access road leading in and out of your proposed development. Not only will this leave us worried about our little boy playing in his own garden, but our privacy and safety will, again, be compromised.</td>
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<tr>
<th>2/ Noise and disturbance resulting from use:</th>
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<tbody>
<tr>
<td>This is our home. Had we known there would be constant traffic going in and out of the side of our house, we would never have gone ahead and purchased the property. I'm sure you can understand. What measures of security will be put in place for us and what will you do about the constant noise, pollution and privacy to our property?</td>
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</tbody>
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<tr>
<th>3/ Design, appearance and type of materials:</th>
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<tbody>
<tr>
<td>In your plans, there is a red line going through part of our back garden where our decking and shed are located. We are besides ourselves with worry that you are now about to take away what rightly belongs to us. This is affecting my health. I work for the London fire brigade and my wife also works shifts at Transport for London. We have enough stresses to deal with and we do not need this looming over us only 6 months into moving to our “dream home”. Attached are documents which may help you understand our case more clearly.</td>
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<table>
<thead>
<tr>
<th>Other points</th>
</tr>
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<tbody>
<tr>
<td>Please take all of this into consideration and if need be, send someone to see us in order to put our minds at rest or give us more insight into the development. Also, that person can have a first hand view of what we see and the reasons why we purchased this property to begin with.</td>
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<table>
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<tr>
<th>4/ overflow parking In front of our large drive. What</th>
</tr>
</thead>
</table>
parking restrictions will be put in place to prevent visitors from parking on our side of the road?

5/ Burglary
This house has been broken into twice since 2014. With our privacy invaded and access road widened up to the borders of our house, we have reason to believe we are at greater risk of burglary.

6/ Construction
With heavy construction vehicles going in and out of the proposed site of development, will our foundations be affected and what assurances can you give us that any damage will be repaired by you, the developer?

Thank you for your letter dated 18 April 2019. We note the proposed plans and welcome the redevelopment of the current garages and the construction of 5 affordable housing dwellings.

However, we have two concerns and therefore have two objections to raise.

Parking

We note that provision has been made for 7 parking spaces. We believe that the provision of so few car parking spaces will inevitably lead to increased use of Langley Avenue as a location for car parking.

This will be problematic as:

1. There are often cars parked at the bottom of and adjacent to the proposed access road of the development and any additional use of Langley Avenue for parking will lead to increased problem parking and congestion;

2. Any additional parking in Langley Avenue directly opposite and adjacent to the access road will result in access and manoeuvring difficulties for larger vehicles;

3. Any additional parking in Langley Avenue directly opposite and adjacent to the access road will result in difficulties for the occupiers of 42 and 44 Langley Avenue to effectively manoeuvre in and out of their driveways, as has often been the case. This may potentially exacerbate the issue of problem parking and congestion if the cars of these house holders need to be parked on the street.

We note that the October 2017 Dacorum Borough Council Parking Standards Review (https://www.dacorum.gov.uk/docs/default-
source/strategic-planning/parking-standards-review-(pdf-14-mb).pdf?sfvrsn=2) recommends parking standards for Zone 3 (Section 6, page 65) as:

- 1-bedroom unit (1.25 spaces per unit);
- 2-bedroom dwellings (1.75 spaces).

As such, the Parking Standards Review recommends that there should be 13 parking spaces for an 8-bedroom development in Zone 3. We note that the development is on the cusp of Zone 2, and if it were to be included in Zone 2, the recommendations, as set out in the Review's recommendations, would equate to 11.8 (12) parking spaces.

We firmly believe, based on our experience of the demand for car parking spaces in Langley Avenue, together with the findings and evidence contained in the Parking Standards Review, that the current parking provision falls very well short of what is required to ensure there is adequate parking for those living across 8 bedrooms in the new development; the assumption that there would be fewer than one car per bedroom is at odds with the Review's findings and the reality of parking demands in the borough.

We provide two examples to illustrate our concerns:

1. Problem parking on St Albans Hill in front of and opposite the residential development between Newell Road and Risedale Road, resulting in significant traffic congestion and at least one vehicle accident of which we are aware;

2. Problem parking and traffic congestion (we are not aware of any vehicle accidents, though that is not to say that there haven't been any) in Red Lion Lane following the recent residential development. A comment on the Dacorum Planning portal illustrates this point well: "Since these houses were opened Red Lion lane is now fully occupied with parked vehicles of the residents, blocking the curb and providing an obstruction to passing traffic. Obviously the planning that was completed to determine the number of cars that new residents would use was inadequate, and now access to the Grand Union canal for recreational purposes is impossible by car, and local traffic using Red Lion lane is congested from the width restrictions. In addition, pedestrians are unable to safely navigate the pavement because of vehicles blocking the route."

http://consult.dacorum.gov.uk/portal/planning/lp/io/io?&page=108&pageSize=20&pointId=ID-4764305-
**Communal Bin Store**

We note the proposed siting of the Communal Bin Store will abut two current residential gardens. Having reviewed the planning application documentation, we are concerned about three issues by virtue of the number of households using the communal bin store:

1. Smells from the bin store escaping into residential gardens;
2. Potential rodent and other pest infestation and impact on the residential gardens;
3. Noise and disturbance from the use of the bin store.

We presume provision has been made to mitigate the above but could not see any evidence of this in the planning documentation. As we are not confident that the issues above have been considered and addressed, we object to the location of the bin store.

**Loss of privacy**

Finally, it is difficult to be able to tell how the line of sight of the proposed development will impact on the privacy of the properties the development looks on to, but we would respectfully ask that this is taken into consideration when reviewing the application.

Our property backs onto the proposed development site and we strongly oppose the plans to develop it.

We are concerned that the units proposed have inadequate parking facilities: the units are purposed as affordable family homes, giving the average family has a minimum of two vehicles, at least 2 parking spaces should be allotted for this and therefore the seven spaces are insufficient.

Notwithstanding those living in the units are not living in isolation and so will have visitors no doubt impact on availability of parking on the surrounding roads particularly on our road as there is a direct path to the site (this is illustrated by the flats on Stonelea Road whose inadequate parking significantly impacts on those living on Belmont Road) this development will only exacerbate the situation.
Further, the increased use of the site will add to an increased disturbance and noise given the purposed use of the units and will impact directly on our right to enjoy our home, particularly as the 'garden/ amenity' area is directly backed on to our garden.

We are also concerned that the removal of the trees will directly impact on our loss of privacy and visual intrusion (allowing the direct site to our home/ garden and bedrooms) and that we will be overshadowed by the units.

That the apartments as designed will overlook our property (windows directly overlooking the garden and into our home) affecting our privacy.

We are also concerned that there may not be adequate provisions made to the structural integrity of the boundary causing potential subsidence to the end of our garden/ property.

Our property backs onto the proposed site and will suffer as a result of loss of light, overshadowing, loss of privacy and visual intrusion. Therefore we wish to object to this planning permission.

| Supporting |
| Address | Comments |

| Commenting |
| Address | Comments |
Agenda Item 5c

Item 5c

4/01643/19/FHA TWO STOREY SIDE EXTENSION, PART TWO STOREY AND PART SINGLE STOREY REAR EXTENSION

13 LOMBARDY DRIVE, BERKHAMSTED, HP4 2LG
Item 5c

4/01643/19/FHA TWO STOREY SIDE EXTENSION, PART TWO STOREY AND PART SINGLE STOREY REAR EXTENSION

13 LOMBARDY DRIVE, BERKHAMSTED, HP4 2LG
1. Recommendation

1.1 That planning permission be GRANTED.

2. Summary

2.1 The proposed works are acceptable in principle, given that the application site falls within a designated residential area of Berkhamsted, whereby appropriate residential development is encouraged in accordance with Policy CS4 of the Core Strategy (2013). The proposal would not be considered to detract from the character and appearance of the existing dwelling or wider streetscene or to significantly adversely affect the residential amenity of neighbouring properties, by virtue of its sympathetic design. Sufficient parking provision would also be retained for current and future occupiers, with the dwelling providing three off-street parking spaces in line with the maximum parking spaces. Given the above, the proposal complies with the National Planning Policy Framework (2019), Policies CS4, CS8, CS11 and CS12 of the Core Strategy (2013), Saved Policies 57-58 and Saved Appendices 3, 5 and 7 of the Local Plan (2004).

3. Site Description

3.1 The application site comprises a two storey link-detached dwellinghouse, situated on Lombardy Drive, within a designated residential area of Berkhamsted, on ground levels that steeply rise towards Hillside Gardens.

3.2 The site falls within the BCA2: Swing Gate Character Appraisal Area, which notes that at Lombardy Drive, the design of houses, typical of the 1960’s is repeated. This uniform design consists of staggered building lines and gable fronted roofs, with properties being externally finished in either hanging tiles or wood cladding. Though it is noted that properties along Lombardy Drive typically comprise a uniform design, many properties have been extended, many comprising two storey side and two storey rear extensions similar to that proposed under the current application.

4. Proposal

4.1 The application seeks planning permission for the construction of a two storey side extension and a part two storey and part single storey rear extension.

5. Relevant Planning History

No relevant planning history.

6. Policies
6.1 National Policy Guidance

- National Planning Policy Framework (NPPF)
- National Planning Policy Guidance (NPPG)

6.2 Adopted Core Strategy

- CS4, CS8, CS11, CS12, CS35

6.3 Saved Policies of the Dacorum Borough Local Plan

- Policies 58, 119, and Appendices 3, 5 and 7

6.4 Supplementary Planning Guidance / Documents [include only those relevant to case]

- Area Based Policies (May 2004) - Residential Character Area Appraisal BCA2: Swing Gate
- Accessibility Zones for the Application of Car Parking Standards (July 2002)

7. Constraints

None.

8. Representations

Consultation responses

8.1 These are reproduced in full at Appendix A

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B

9. Considerations

9.1 The main issues to consider are:

- Policy and Principle
- Impact on the Existing Building and Streetscene
- Impact on Residential Amenity
- Impact on Parking

Policy and Principle

9.2 The site is situated within the residential area of Berkhamsted. In accordance with Policy CS4 of the Core Strategy (2013), appropriate residential development in encouraged within towns and large villages.

Impact on Existing Building and Streetscene
9.3 The NPPF (2019) and Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013) seek to ensure that new development respects adjoining properties in terms of layout, scale, height, bulk and materials. Furthermore, Saved Appendix 7 of the Dacorum Borough Local Plan (2004) promotes good design practice for house extensions, stating that extensions should harmonise with the existing house and the surrounding area.

9.4 The Character Appraisal Area BCA2: Swing Gate notes that at Lombardy Drive, the design of houses, typical of the 1960’s is repeated. It also provides specific guidance for new development, stating that new extensions should be subordinate in scale and height to the parent building.

9.5 The application seeks planning permission for the construction of a two storey side extension and part two storey, part single storey rear extension. The proposed two storey side extension would be positioned above the existing garage, measuring approximately 3.5m wide and 4m deep and partially infilling the gap between the existing garage, kitchen and toilet room. It would adjoin the proposed rear extensions, which measure approximately 4m deep and 8m wide at ground floor level, and approximately 2.2m deep and 4.8m wide at first floor level, to form a wrap around extension, providing a larger kitchen, new utility room and an additional bedroom.

9.6 The Parish Council have raised objection to the proposed works, raising concerns relating to the proposals’ scale, bulk and mass.

9.7 The proposal has been sympathetically designed to appear a subordinate addition to the existing dwelling, with all elements of the proposal being finished in materials to match the existing dwelling, including matching facing brickwork, interlocking concrete tiles and uPVC windows/doors, and both two storey projections comprising gable ended roofs, set down from the roof of the parent dwelling. Following comments raised by the Parish Council, the agent has also further reduced the bulk of the single storey rear projection closest to the boundary with no. 15 Lombardy Drive, with the proposed mono-pitched roof being altered to comprise a flat crown roof.

9.8 Given the above, it is not considered that the proposal would dominate the existing dwelling in terms of scale, bulk or mass, by virtue of its sympathetic design.

9.9 The proposed two storey side extension is the only element of the proposal that would be visible in the streetscene. It has however been designed to integrate with neighbouring properties and retain the character of the streetscene, given that it would be positioned over the existing garage and set back from the front elevation of the existing dwelling by approximately 3.3m, retaining the gable front of the existing dwelling, which currently forms a prominent feature within the streetscene.

9.10 Taking this into account, and considering that there are numerous examples of similar style two storey extensions within the immediate area, (i.e. at property no. 5 Lombardy Drive), the proposal would not be considered to detract from the character and appearance of the streetscene by being excessive in scale, bulk or mass.

9.11 Given the above, the proposal complies with Policies CS11 and CS12 of the Core Strategy (2013), Saved Appendix 7 of the Local Plan (2004), Character Appraisal Area BCA2: Swing Gate, and the relevant sections of the NPPF (2019).
Impact on Residential Amenity

9.12 The NPPF (2019) outlines the importance of planning in securing good standards of amenity for existing and future occupiers. Furthermore, Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013) seek to ensure that new development avoids visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to surrounding properties.

9.13 The Parish Council have raised objection to the proposed works, raising concerns that the proposal would adversely affect the residential amenity of neighbouring properties.

9.14 The proposal has been significantly amended to reduce its impact on the residential amenity of neighbouring properties and to accord with technical planning guidance, (in particular, lighting guidance set out under the Building Research Establishment (BRE) document ‘Site Layout Planning for Daylight and Sunlight’).

9.15 The existing dwelling shares a rear boundary with 10 Greene Walk, and side boundaries with properties 11 and 15 Lombardy Drive.

9.16 Given that a distance of approximately 26m would be retained between the proposed development and the rear boundary of 10 Greene Walk, it is considered that there would not be any significant adverse affects to the amenity of this neighbouring property in terms of loss of light, privacy or visual intrusion.

9.17 The proposed two storey and single storey rear projections have been sympathetically designed to clear a 45 degree line from no. 15 Lombardy Drive’s nearest habitable window. Taking this into account, it is not considered that the proposal would significantly affect sunlight or daylight levels to this property. Though the existing dwelling is sited on higher ground to no. 15, the proposal would not be considered to appear visually overbearing, given that it would be set away from the shared boundary by 1m, and would have a modest depth at two storey level, only projecting 2.3m deeper than the rear elevation of this property.

9.18 Given that no windows have been proposed to the side elevation of the proposed development overlooking neighbouring property no. 15, the proposal would not be considered to result in a significant loss of privacy to this property. Though considered acceptable in its current form, it is noted that the existing dwelling retains permitted development rights, allowing the applicant to insert a ground floor window on the side elevation overlooking no. 15, outside of the control of the Local Planning Authority. Taking into account the difference in ground levels between the two properties, this amendment to the proposal could give rise to overlooking concerns. To overcome this, the applicant has agreed to a condition being attached to the formal planning consent, removing permitted development rights to insert a ground floor window on the side elevation overlooking no. 15.

9.19 Given that the proposal would clear a 45 degree line from the nearest habitable window of no. 11 Lombardy Drive, and a 25 degree line from the side kitchen window of this property, the proposal would not be considered to adversely affect daylight or sunlight levels to this property. Given that no first floor windows are proposed to the side elevation facing this property, it is not considered that the proposal would facilitate
any additional overlooking.

9.20 The proposal would extend 2.2m deep at two storey level along the shared boundary with neighbouring property no. 11 Lombardy Drive. Given the lowered eaves and separation distance between the kitchen window and flank wall of the extension, visual relief would be provided and as such, the proposal would not be considered to be visually intrusive.

9.21 Given all of the above, the proposal complies with Policy CS12 of the Core Strategy (2013), Saved Appendix 3 of the Local Plan (2004) and the relevant sections of the NPPF (2019).

Other Material Planning Considerations

Impact on Parking


9.23 The proposed works would alter the existing property from a three to four bed dwelling. The maximum parking standards state that a four bed dwelling in this area requires a maximum of three off-street parking spaces.

9.24 Given that the proposal would provide three off-street parking spaces, sufficient parking provision would be retained for current and future occupiers. As such, the proposal complies with the NPPF (2019), Policies CS8 and CS12 of the Core Strategy (2013), Saved Appendix 5 and Saved Policy 58 of the Local Plan (2004).

Response to Neighbour Comments

9.25 All of the material planning considerations raised by neighbours have been considered earlier in the report.

Community Infrastructure Levy (CIL)

9.26 Policy CS35 of the Core Strategy (2013) requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council’s Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on 1st July 2015. The application is not CIL liable as it would result in less than 100 sqm of additional residential floorspace.

10. RECOMMENDATION – That planning permission be GRANTED for the reasons referred to above, subject to the following conditions:

Conditions

<table>
<thead>
<tr>
<th>No</th>
<th>Condition</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>The development hereby permitted shall be begun before the expiration of</td>
</tr>
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</table>
three years from the date of this permission.

**Reason:** To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be constructed in accordance with the materials specified on the application form.

**Reason:** To ensure a satisfactory appearance to the development in accordance with Policy CS12 of the Core Strategy (2013).

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order amending or re-enacting that Order with or without modification), no ground floor windows or other openings shall be constructed on the side elevation of the proposed single storey rear extension facing neighbouring property 15 Lombardy Drive without the prior written approval of the local planning authority.

**Reason:** In the interests of the residential amenities of the occupants of the adjacent dwellings in accordance with Policy CS12 of the Core Strategy (2013) and Saved Appendix 3 of the Local Plan (2004).

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

   DRG 01  
   DRG 02  
   DRG 03  
   DRG 19/DP/001 Rev D  

**Reason:** For the avoidance of doubt and in the interests of proper planning, in accordance with Policy CS12 of the Core Strategy (2013).

**Article 35**

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

**Appendix A**

**Consultation responses**

<table>
<thead>
<tr>
<th>BERKHAMSTED PARISH COUNCIL</th>
<th>Objection</th>
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<tbody>
<tr>
<td>It was agreed that the plans were difficult to view and do not fully represent the impact on the neighbouring dwellings. Fresh drawings were requested in order for the</td>
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</table>
Committee to consider the application. The objections of both neighbouring properties should be taken into account. The scale, bulk and mass of the proposed application and its potential impact on the neighbours’ amenity is contrary to CS12. The Committee also seeks clarification from the Planning Officer as to whether the 45° line is maintained for the ground and first floor rear extension for both adjacent properties.

CS12, Appendix 3 (iv), Appendix 7 (v)

Response following amendments to the scheme

The Committee agreed that the impact on 11 Lombardy Drive should be taken into account. The Committee objected to the scale, bulk and mass of the proposed application. The proposed scale of the extension at the rear would negatively impact on the amenity of the neighbour at 15 Lombardy Drive which by virtue of the slope is set at a lower level.

CS12, Appendix 3 (iv), Appendix 7

Appendix B

Neighbour notification/Site notice responses

Objections

<table>
<thead>
<tr>
<th>Address</th>
<th>Comments</th>
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<tbody>
<tr>
<td>Neighbour 1</td>
<td>Further to your site visit on Thursday 25 July, we wish to object to the above planning application on the following grounds:</td>
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<tr>
<td></td>
<td>The proposed double storey extension to the rear will result in considerable overshadowing and loss of the only source of light to downstairs rooms at the side of our property.</td>
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<tr>
<td></td>
<td>The proposed extension at double storey height will be visually overbearing.</td>
</tr>
<tr>
<td></td>
<td>The proposed plans do not take into account the existing layout of our property.</td>
</tr>
<tr>
<td></td>
<td>We have no objection to a single storey rear extension.</td>
</tr>
<tr>
<td></td>
<td>Thank you for your attention and consideration in this matter.</td>
</tr>
<tr>
<td>Address</td>
<td>Comments</td>
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</tbody>
</table>
| Neighbour 2  | Following our discussions regarding the above proposed extension, I detail below my case for objecting to this work. I am the owner of No 15 Lombardy Drive ie the adjacent property (downhill) to the applicant. I have seen the proposals for the development work at No. 13 & would like to raise my objections to the submitted plans on the following grounds. 1) The size & scale of the proposal which extends some 6.3 mtr from the nearest rear wall of my property, is, I feel, so close & overpowering, that I have an issue with the bulk/mass & overshadowing effect this building would create. 2) In addition, the resulting loss of natural light, which we have enjoyed for 32 years, would be seriously affected, both in the rear rooms ie kitchen & bedroom, and also the patio area. 3) All the houses down Lombardy Drive are in alignment, with the exception of three, ie my property No 15 (also no's 17 & 19) & these are set back approx 2.3mtr, meaning that in my case, the proposed extension would extend some 6.3 mtr, at it's nearest point. 4) As Lombardy Drive is on a hill, each house drops lower than the adjacent property, & again in my case, ie some 1.1mtr below No 13. The effect of this is that the proposed extension would tower above us at the rear, overpowering our property by a very considerable height. 5) I feel that both points 3 & 4 exacerbate
<p>| | |</p>
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<tbody>
<tr>
<td>the problem of overshadowing &amp; light restriction.</td>
<td>Would you kindly process these objections into the Planning process for this development.</td>
</tr>
</tbody>
</table>
6. APPEALS UPDATE

A. LODGED

4/01709/19/FUL

Thompson
CHANGE OF USE OF LAND TO PROVIDE 2 GYPSY/TRAVELLER PITCHES
COMPRISING OF 2 MOBILE HOMES AND ASSOCIATED WORKS.
LAND AT FEATHERBED LANE, HEMEL HEMPSTEAD, HP3

View online application

B. WITHDRAWN

4/00475/19/ENA

Mr T Ustan

55 HIGH STREET, MARKYATE, ST ALBANS, AL3 8PJ

View online application

The appeal was withdrawn on 01.10.19 at the request of the Agent as the owner had confirmed he intends
to comply with the Notice.

C. FORTHCOMING INQUIRIES

None

D. FORTHCOMING HEARINGS

None

E. DISMISSED

4/00010/19/MOA

OPM Ltd
DEMOLITION OF THE EXISTING BUNGALOW AND CONSTRUCTION OF
TWO IDENTICAL DWELLING HOUSES WITH 16 FLATS WITHIN THE
EXISTING ENVELOPE.
26 PANCAKE LANE, HEMEL HEMPSTEAD, HP2 4NQ

View online application

Main Issues

The main issues are the effects of the development on:
• the character and appearance of the area;
• the living conditions of occupants at 24 Pancake Lane, with particular regard to light and outlook;
• bats; and
• flood risk.

Character and appearance of the area

The Inspector concluded that the development would cause unacceptable harm to the character and
appearance of the area. It would therefore conflict with Policy CS4 of the Core Strategy 2006-2031
Adopted 2013 (the CS), which encourages appropriate residential development in residential areas;
Living conditions

The Inspector concluded that whilst the development would not have an unacceptably harmful effect on the levels of light reaching No 24, it would nonetheless have an unacceptably harmful effect on the outlook of occupants at No 24. The development would therefore conflict with Policy CS12 of the CS, which amongst other things seeks to secure development that avoids visual intrusion to surrounding properties.

Bats

For the reasons outlined above the Inspector concluded that the appellant has failed to demonstrate that the appeal scheme would avoid or adequately mitigate unacceptable harm being caused to bats. Whilst I note the Council's reference to Policy CS26 of the CS in this regard, Policy CS26 does not appear to be wholly relevant given that it relates to green infrastructure. Paragraph 175(a) of the Framework nonetheless states that in the absence of avoidance or adequate mitigation of harm to biodiversity, planning permission should be refused.

Flood Risk

The Inspector concluded that the development would not have a demonstrably adverse effect on flooding, and would comply with requirements of Policy CS31 of the CS.

5 Year Supply of deliverable housing sites

The Council accepts, and the appellant emphasises, that it does not have a demonstrable 5-year supply of deliverable housing sites, and so policies most important for determining the application are out-of-date. Under paragraph 11 of the Framework, planning permission should therefore be granted unless any adverse impacts would significantly and demonstrably outweigh the benefits, or if specific policies within the Framework that protect areas or assets of particular importance provide clear reasons for refusal. In this case the Inspector considered that the harm caused by the development to the character and appearance of the area, in combination with harm caused to the living conditions of occupants at No 24, and potential harm caused to protected species would significantly and demonstrably outweigh the benefits that up to 16 flats, 8 of which might be affordable, would provide, particularly in helping to relieve the shortfall in deliverable housing sites. Consequently, paragraph 11 does not support the granting of planning permission in this instance.

The proposal was for the construction of a single dwelling that would infill an open space between number 45 Park Road and 119 Western Road.

The inspector agreed with the council's position that infilling and extending upon the negative qualities of the existing terrace which number 45 belongs to would bring less than substantial harm to the character of the conservation area. The development neither cohered with the terraces or the lower scale properties to the west and as such, the inspector dismissed the agent's argument that the development would provide a sympathetic blend in design between the two. The inspector considered that the benefit of one new dwelling would not outweigh the harm to the character of the conservation area.

The new dwelling would also sit forward of number 119 Western Road and in this instance the inspector considered that this would have a detrimental impact on the outlook of the resident's of this property due to the perceived sense of enclosure that would occur. The new dwelling would be visually intrusive. The agent's argument that the first floor windows of this property served bedrooms and that these rooms would only be in use at night was rejected. It was the view of the inspector that it cannot be reasonably assumed that bedrooms are only used at night and occupiers of the property should expect to be able to enjoy use of the rooms without feeling unacceptably enclosed.
4/0203/18/FUL

Metro Capital Securities Ltd
DEMOLITION OF EXISTING DWELLING. CONSTRUCTION OF 3 NEW DWELLINGS.
42 BEACONSFIELD ROAD, TRING, HP23 4DW
View online application

The Inspector concluded that, "the proposal would lead to over-development of the site through the overall massing of development and cramped appearance that is out of character with the area. I come to this view having regard to the other instances where spaces between dwellings have already been compromised. The proposal would be contrary to the development plan (CS11, CS12) and supplementary guidance (Tring Character Area Appraisal)".

The Inspector also commented as follows: "The density of the appeal proposal falls within the range specified in DBLP saved Policy 21 (30-50 dwellings per hectare) whereas the two dwelling scheme falls slightly below the policy requirement. However, the approved scheme is for large dwellings where the resultant density is affected by the prevailing length of gardens along this side of Beaconsfield Road whereas the appeal proposal would significantly exceed densities in the immediate area. The three dwellings proposed, in effect, would maximise the development potential of the site by reducing the space from the boundaries to Nos 40 and 44 to a minimum. The gap between the semi-detached property and the detached house would be significantly less than one metre. This has a significant impact in terms of the scale and massing of the proposed development...I note a recent decision (4/02758/18/FHA) for a modest two-storey side and rear extension to 44 Beaconsfield Road. This will have the effect of narrowing the gap between the proposed detached dwelling and No 44 adding to concerns of overdevelopment associated with the appeal proposal".

In addition, the Inspector stated, "Each dwelling would be provided with two car parking spaces to the front. The County Council have not objected in relation to the level of parking proposed. I note that the parking standards are maximum so the deficiency of one space per dwelling would not, in itself be problematic. However, the parking spaces would dominate the frontages, especially the pair of semi-detached dwellings, together with associated crossovers of the footway. The appellant makes the point that scope for a third parking space exists for the occupiers of each dwelling. This would be through on-street parking adjacent to the crossover at each property, in the event the two spaces provided are already occupied. Nevertheless, the provision of the three dwellings could lead to displacement of parking demand along the street. It appears to me that this situation exacerbates the harm caused through the scale and massing of the proposal. Furthermore, the cramped nature of the proposed development means there would be insufficient space at the side of any of the three dwellings to help ameliorate this position".

4/03226/18/FUL

Ms L Kimmance
DEMOLITION OF EXISTING RESIDENTIAL DWELLING AND CONSTRUCTION OF 4 X 2-BED FLATS AND ANCILLARY WORKS
LAVENDER COTTAGE, REDBOURN ROAD, HEMEL HEMPSTEAD, HP2 7BA
View online application

In dismissing the appeal, the Inspector concluded that, "although there is an existing parking area and garage to the rear of this and the neighbouring property, it is likely that the increase in residential density would lead to an associated increase in vehicular use, noise and disturbance over and above that of a single dwelling. As such, the proposal would harm the living conditions of future occupiers and neighbouring residents with respect to noise and disturbance. It would conflict with Saved Appendix 3 of the Local Plan and Policies CS11 and CS12 of the Core Strategy. These policies, together and amongst other matter, seek that development avoids disturbance to dwellings, avoidance of large areas dominated by parking and careful location of parking to minimise noise".
The Inspector also concluded that, "Having regard to Paragraph 11(d) and the conflict with the Local Plan, the harm which would result from the proposal upon the living conditions of future occupiers and neighbouring residents, significantly and demonstrably outweighs the public benefits derived from three additional dwellings on this particular site. The proposal therefore conflicts with the development plan and the Framework when considered as a whole".

F. ALLOWED
1. Since the last update (July 19); a total of 7 notices have been served. Of these, 2 were appealed and 3 remain capable of being appealed. Further information on these cases can be found towards the bottom of this report. A total of 5 cases have been removed from this list since the last update.

2. Of particular reference is E/19/00321 (number 47 below). This relates to the unauthorised travellers site at Featherbed Lane where work has gone into ensuring a joined up approach between the DM and enforcement teams. This resulted in the planning application refusal and the enforcement notice being served on the same day. This will mean that the appeals in relation to the decision and notice will be merged into one and dealt with at the same time.

3. E/19/00336 (number 49 below). Through negotiation and continued discussion, this notice has been complied with before the notice had come into effect which avoided an appeal and ongoing detriment to the amenity of the area.

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<tr>
<th>CASE REF.</th>
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<tbody>
<tr>
<td>E/06/00470</td>
<td>Land at Hatches Croft, Bradden Lane, Gaddesden Row</td>
<td>Stationing of a mobile home for residential purposes on the land.</td>
<td>12 Sep 08</td>
<td>20 Oct 09</td>
<td>20 Apr 10</td>
<td>No</td>
<td>N/A</td>
<td>Not complied</td>
<td>Successful prosecution, however mobile home remains on site and no land reinstatement has taken place. p/p granted for new dwelling with compliance of EN to follow.</td>
</tr>
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</table>
| 2        | E/07/00257 | Gable End, Threefields, Sheethanger Lane, Felden | Construction of new dwelling and hardstanding; construction of boundary wall more than 2m high; MCU of land from agriculture to garden | 26 Feb 10 | 09 Apr 10 | 09 Apr 11 | Yes, appeal dismissed 01 Oct 10 | 01 Oct 11 | Not complied *
<p>|          |          |        |             |                |                 |        |                     |        | <em>Crown Court appeal partly successful. Mr Pitblado convicted on one count, Mrs Pitblado discharged. Need to consider next steps in conjunction with Legal</em> |
| 3        | E/07/00257 | Birch Cottage, Threefields, Sheethanger Lane, Felden | Construction of new dwelling and hardstanding; MCU of land from agriculture to garden | 26 Feb 10 | 09 Apr 10 | 09 Apr 11 | Yes, appeal dismissed 01 Oct 10 | 01 Oct 11 | Partly complied The dwelling has been demolished and the garden use ceased. However, the hardstanding remains. Action dependent on the result of that at Gable End. |
| 4        | E/09/00128 | The Granary, 49 New Road, Wilstone | The installation of uPVC windows and doors | 11 Jan 11 | 18 Feb 11 | 18 Feb 13 | Yes, appeal dismissed 17 Jun 11 | 17 Jun 13 | Not complied Further action has not yet been taken due to health of occupiers. Property now for sale. (2019) Property was not sold and owners still reside in property. Invited in for meeting to discuss compliance. <em>owner advised he would comply before end of Sep 19 and sought comments from Conservation on the type of window to be used – site visit scheduled early Oct to check this</em> |</p>
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<tr>
<td>E/08/00390</td>
<td>Land at Pouchen End Hall, Pouchen End Lane, Hemel Hempstead</td>
<td>Construction of wooden external staircase</td>
<td>04 Apr 11</td>
<td>13 May 11</td>
<td>10 Jun 11</td>
<td>Yes, appeal dismissed 28 Oct 11</td>
<td>28 Jan 12</td>
<td>Not complied</td>
<td>*Case reviewed. Staircase was removed, but platform remains – <em>planning application submitted 4/02218/19 for conversion into dwellings</em></td>
</tr>
<tr>
<td>E/11/00228</td>
<td>342a High Street, Berkhamsted</td>
<td>Construction of rear dormer</td>
<td>19 Mar 12</td>
<td>26 Apr 12</td>
<td>26 Oct 12</td>
<td>No</td>
<td>N/A</td>
<td>Not complied</td>
<td>Latest application to regularise matters (646/17) refused 09 May 17. No appeal submitted <em>following inspection and land registry check, a PACE letter will be sent to seek to address any outstanding offences</em></td>
</tr>
<tr>
<td>E/12/00354</td>
<td>Meadow View, Threefields, Sheethanger Lane, Felden</td>
<td>Construction of first floor extension, dormer windows and hardstanding. MCOU of agricultural land to residential garden.</td>
<td>30 Jan 13</td>
<td>11 Mar 13</td>
<td>11 Mar 14</td>
<td>Yes, appeal dismissed</td>
<td>20 Jan 15</td>
<td>Not complied</td>
<td>Enforcing the works required to the building are dependent on action at Gable End. Review of other breaches needs to take place.</td>
</tr>
<tr>
<td>E/12/00354</td>
<td>April Cottage, Threefields, Sheethanger Lane, Felden</td>
<td>Construction of first floor extension, dormer windows and hardstanding. MCOU of agricultural land to residential garden.</td>
<td>30 Jan 13</td>
<td>11 Mar 13</td>
<td>11 Mar 14</td>
<td>Yes, appeal dismissed</td>
<td>20 Jan 15</td>
<td>Partly complied</td>
<td>Enforcing the works required to the building dependant on action at Gable End. Review of other breaches needs to take place.</td>
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<tr>
<td>9 E/12/00354</td>
<td>Woodside, Threefields, Sheethanger Lane, Felden</td>
<td>Construction of first floor extension, dormer windows and hardstanding. MCOU of agricultural land to residential garden.</td>
<td>30 Jan 13</td>
<td>11 Mar 13</td>
<td>11 Mar 14</td>
<td>Yes, appeal dismissed</td>
<td>20 Jan 15</td>
<td>Not complied</td>
<td>Enforcing the works required to the building are dependant on action at Gable End. Review of other breaches needs to take place.</td>
</tr>
<tr>
<td>10 E/14/00494</td>
<td>Land at Hamberlins Farm, Hamberlins Lane, Northchurch</td>
<td>MCOU of land from agriculture to construction / vehicle / storage yard.</td>
<td>11 May 15</td>
<td>11 Jun 15</td>
<td>11 Dec 15 (for all steps)</td>
<td>Yes, appeal dismissed</td>
<td>17 Dec 16</td>
<td>Partly complied</td>
<td>All vehicles, materials, machinery have been removed. Works now taken place to remove bund. Need to consider Offence.</td>
</tr>
<tr>
<td>11 E/14/00505</td>
<td>99 High Street, Markyate</td>
<td>Insertion of uPVC window and door to Listed Building.</td>
<td>11 Mar 16</td>
<td>11 Apr 16</td>
<td>11 Apr 21</td>
<td>No</td>
<td>N/A</td>
<td>Not complied</td>
<td><em>The door and window have been changed. Notice now complied with. Case to be removed from list.</em></td>
</tr>
<tr>
<td>12 E/15/00301</td>
<td>Land at Piggery Farm, Two Ponds Lane, Northchurch</td>
<td>MCOU of land from agriculture to non-agricultural storage yard; MCOU of building to private motor vehicle storage; construction of raised hardsurface</td>
<td>15 Jul 16</td>
<td>15 Aug 16</td>
<td>15 Feb 17 (for all steps)</td>
<td>Yes, appeal dismissed (other than use of building)</td>
<td>25 Nov 17</td>
<td>Partly complied</td>
<td>Compliance period has passed. Most vehicles removed from the land. Compliance visit undertaken and confirmed that hard surfaced area has been removed, bund of material arising still on site awaiting removal. <em>planning application submitted: 4/01937/19. Further site visit needed to check material removed</em></td>
</tr>
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<tr>
<td>13</td>
<td>E/14/00053</td>
<td>Land at Ten Acres Field, Upper Bourne End Lane, Hemel Hempstead</td>
<td>30 Aug 16</td>
<td>30 Aug 16</td>
<td>01 Dec 16</td>
<td>N/A</td>
<td>N/A</td>
<td>Complied</td>
<td>Gate has been taken down but not removed. <em>Bank has been re-instated satisfactorily. This case will be removed from the list</em></td>
</tr>
<tr>
<td>14</td>
<td>E/14/00453</td>
<td>Land at Barnes Croft, Barnes Lane, Kings Langley</td>
<td>17 Nov 16</td>
<td>19 Dec 16</td>
<td>19 Dec 17</td>
<td>Yes, appeal dismissed</td>
<td>19 Jan 19 (for all steps)</td>
<td>N/A</td>
<td>Rear sun room has been demolished. P/P refused for alterations to and retention of detached garage block (3177/18/FHA)</td>
</tr>
<tr>
<td>15</td>
<td>E/16/00449</td>
<td>Farfield House, Chesham Road, Wigginton</td>
<td>23 Jan 17</td>
<td>22 Feb 17</td>
<td>22 Aug 17</td>
<td>No</td>
<td>N/A</td>
<td>Not complied</td>
<td>Planning permission for amended scheme (844/17/FHA) granted. Need to ensure implementation.</td>
</tr>
<tr>
<td>16</td>
<td>E/16/00052</td>
<td>Land at Hill &amp; Coles Farm, London Road, Flamstead</td>
<td>08 Mar 17</td>
<td>07 Apr 17</td>
<td>07 Oct 17</td>
<td>No</td>
<td>N/A</td>
<td>Partially Complied</td>
<td>EN has been broadly complied with. Land has now been restored, but some elements of material storage have returned</td>
</tr>
<tr>
<td>17</td>
<td>E/17/00103</td>
<td>55 St. John’s Road, Hemel Hempstead</td>
<td>05 July 17</td>
<td>05 Aug 17</td>
<td>05 Nov 17</td>
<td>No</td>
<td>N/A</td>
<td>Not complied</td>
<td>DBC owned property. <em>Timescale for works given is completion mid-December 2019.</em></td>
</tr>
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<tr>
<td>E/17/00104</td>
<td>59 St.John’s Road, Hemel Hempstead</td>
<td>The insertion of uPVC windows and doors in a Listed Building.</td>
<td>05 July 17</td>
<td>05 Aug 17</td>
<td>05 Nov 17</td>
<td>No</td>
<td>N/A</td>
<td>Not complied</td>
<td>DBC owned property. <em>Timescale for works given is completion mid-December 2019.</em></td>
</tr>
<tr>
<td>E/16/00161</td>
<td>Lila’s Wood, Wick Lane, Tring</td>
<td>MCOU – use of woodland for wedding ceremonies; creation of tracks; erection of various structures.</td>
<td>27 July 17</td>
<td>25 Aug 17</td>
<td>25 Nov 17 (for all steps)</td>
<td>Yes, appeal dismissed</td>
<td>12 July 18 (for all steps)</td>
<td>Not complied</td>
<td>Requirements not met in full. Following the re-introduction of weddings at the site (summer months) the issue of items not being removed between weddings has arisen again. <em>planning application received 06 Oct 2019</em></td>
</tr>
<tr>
<td>E/17/00296</td>
<td>68 Oak Street, Hemel Hempstead</td>
<td>Construction of raised concrete parking platform.</td>
<td>28 July 17</td>
<td>29 Aug 17</td>
<td>29 Nov 17</td>
<td>Yes, appeal dismissed</td>
<td>28 Nov 18</td>
<td>Not complied</td>
<td>Appeal dismissed. Planning application seeking smaller raised platform expected.</td>
</tr>
<tr>
<td>E/17/00382</td>
<td>Markyte Cell Park, Dunstable Road, Markyte</td>
<td>Excavation / landscaping works at Historic Park. Storage of tyres and cement mixers.</td>
<td>21 Sep 17</td>
<td>21 Sep 17</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Temporary Stop Notice period expired. Final bund clearance and filling in of holes expected by end of March 2019.</td>
</tr>
<tr>
<td>E/16/00423</td>
<td>Land adj. 1 Gregorys Field, Astrope, Tring</td>
<td>MCOU to mixed agriculture / commercial / residential. Construction of metal storage areas and concrete pad.</td>
<td>11 Oct 17</td>
<td>09 Nov 17</td>
<td>09 May 18 (for all steps)</td>
<td>Yes, appeal split decision</td>
<td>N/A</td>
<td>Complied</td>
<td>Requirements to remove storage areas has been met. <em>notice has been complied with and file closed. Case to be removed from the list</em></td>
</tr>
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<tr>
<td>23 E/17/00266</td>
<td>Land at Red Lion Lane (Sappi), Nash Mills, Hemel Hempstead</td>
<td>Untidy land, left over from building works.</td>
<td>24 Nov 17</td>
<td>24 Dec 17</td>
<td>24 Jan 18</td>
<td>N/A</td>
<td>N/A</td>
<td>Partly complied</td>
<td>Site cleared. Some grass seeding work required. Also need to seek removal of Heras fencing.</td>
</tr>
<tr>
<td>24 E/17/00407</td>
<td>Land at The Hoo, Ledgemore Lane, Great Gaddesden</td>
<td>Construction of new road, turning area and bund.</td>
<td>29 Nov 17</td>
<td>29 Dec 17</td>
<td>29 Jun 18 (for all steps)</td>
<td>Yes, appeal dismissed</td>
<td>29 Apr 19 (for all steps)</td>
<td>Partly complied</td>
<td>Bund removed. Period of compliance for track has passed, but no compliance. p/p sought for retention of smaller track (373/19/FUL) – Refused. <em>Appeal not yet submitted, but likely; 30 Nov 19 deadline</em></td>
</tr>
<tr>
<td>25 E/17/00290</td>
<td>Land adj. Two Bays, Long Lane, Bovingdon</td>
<td>MCOU to a commercial yard, siting of shipping container and portacabin, and construction of open-fronted building.</td>
<td>14 Dec 17</td>
<td>12 Jan 18</td>
<td>12 May 18</td>
<td>Yes, but withdrawn</td>
<td>28 Feb 19 (for all steps)</td>
<td>Partly complied</td>
<td>Buildings, vehicles and materials nearly all removed from EN site, but relocated (in part) to land to rear. Law Dev’t Certificate for land to the rear refused. Issues remain re; land restoration</td>
</tr>
<tr>
<td>26 E/17/00220</td>
<td>17 Langley Avenue, Hemel Hempstead</td>
<td>Construction of raised decking, timber steps and associated fencing and supports.</td>
<td>17 Jan 18</td>
<td>17 Feb 18</td>
<td>17 Apr 18</td>
<td>Yes Appeal allowed (ground g) notice upheld subject to variations</td>
<td>03 July 19</td>
<td>N/A</td>
<td>Appeal against Enforcement Notice submitted on 15 Feb 18. Appeal allowed in respect of ground (g) (time limits) Notice upheld subject to the variations. Planning application 01117/19 Granted for re-configuration. <em>site visit required to check compliance with permission</em></td>
</tr>
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<tr>
<td>27</td>
<td>E/16/00104</td>
<td>40 Tower Hill Chipperfield MCOU of land from residential garden to commercial car parking/storage and associated laying of hardstanding.</td>
<td>06 Mar 18</td>
<td>05 Apr 18</td>
<td>05 Apr 18 (for all steps)</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td>Enforcement Notice compliance period has passed. Cars have been removed from the site. Hardstanding not removed. In discussions with executor of estate.</td>
</tr>
<tr>
<td>28</td>
<td>E/18/00151</td>
<td>14 The Coppins, Markyate Construction of raised parking pad.</td>
<td>26 Apr 18</td>
<td>26 May 18</td>
<td>26 Aug 18</td>
<td>Yes</td>
<td>Appeal dismissed</td>
<td>06 Nov 19</td>
<td>Appeal against EN submitted on 17 May 18. <em>Appeal dismissed, appellant wishes to make changes to scheme and has entered into pre application discussions with the DM team</em></td>
</tr>
<tr>
<td>29</td>
<td>E/18/00031</td>
<td>26 Park Street, Tring Construction of conservatory and other works to this Listed Building.</td>
<td>27 Apr 18</td>
<td>27 May 18</td>
<td>27 Sep 18</td>
<td>Yes</td>
<td>Appeal dismissed</td>
<td>23 Oct 19</td>
<td>Partially complied Appeal against Listed Building Enforcement Notice submitted on 18 May 18. Appeal dismissed. <em>site inspection confirmed that notice has been partially complied with but conservatory still needs to be removed and permission for French doors needs to be implemented</em></td>
</tr>
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<tr>
<td>E/18/00160</td>
<td>Garage No.12 Stevenage Rise, Hemel Hempstead</td>
<td>Untidy condition of garage.</td>
<td>22 Jun 18</td>
<td>22 Jul 18</td>
<td>22 Oct 18</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
<td><em>S.215 Notice will not be re-served. Original notices served as the whole block was causing detriment to amenity. The other garages have now been improved and this garage has also undergone improvement work to the extent that it is no longer detrimental to the amenity of the area. Case will be removed from the list</em></td>
</tr>
<tr>
<td>E/11/00153</td>
<td>Field adj. New Lodge, London Road, Berkhamsted</td>
<td>Untidy condition of land.</td>
<td>14 Sep 18</td>
<td>14.10.18</td>
<td>14.12.18</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A</td>
<td>S.215 Notice served requiring various elements to be removed from the land. Notice was challenged at Magistrates Court. Court outcome was that the 215 notice was quashed, but a court order was handed down to the defendant for them to comply with. Some items could remain on the site, but needed to be re-positioned. This has not been complied with. Further action to be considered.</td>
</tr>
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<tr>
<td>32</td>
<td>E/18/00297</td>
<td>The Old Oak, Hogpits Bottom, Flaunden</td>
<td>Construction of raised terraces at front of site.</td>
<td>05 Oct 18</td>
<td>05.11.18</td>
<td>05.01.19</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>33</td>
<td>E/17/00524</td>
<td>Cow Roast Inn, Tring Road, Tring</td>
<td>Works to Listed Building – removal of chimney stack.</td>
<td>13 Dec 18</td>
<td>12 Jan 19</td>
<td>13 Jun 19</td>
<td>No</td>
<td>N/A</td>
<td>Fully complied</td>
</tr>
<tr>
<td>34</td>
<td>E/18/00341</td>
<td>55 High Street, Markyate, AL3 8PJ</td>
<td>Installation of an external ACU (air conditioning unit) to the rear.</td>
<td>12 Feb 19</td>
<td>14 Mar 19</td>
<td>14 Sep 19</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>35</td>
<td>E/16/00007</td>
<td>Land lying to the northwest of Hill Farm, Markyate, AL3 8AU (known as Swaddling Wood)</td>
<td>Parking of vehicles, siting of mobile home and erection of gate in woodland.</td>
<td>15 Feb 19</td>
<td>18 Mar 19</td>
<td>18 Jun 19</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>36</td>
<td>E/18/00385</td>
<td>Site of Smallgrove Farm, Windmill Road, Pepperstock</td>
<td>Creation of a large bund using imported material.</td>
<td>11 Mar 19</td>
<td>11 Apr 19</td>
<td>11 Apr 20</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
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<tr>
<td>37 E/17/00112</td>
<td>28 Silverthorn Drive, Hemel Hempstead, HP3 8BU</td>
<td>Erection of a large barbeque structure, with 3 x flues.</td>
<td>22 Mar 19</td>
<td>23 Apr 19</td>
<td>23 June 19</td>
<td>No</td>
<td>N/A</td>
<td>Implemented new approved scheme</td>
<td><em>Notice was not appealed, amended scheme submitted: 4/00755/19 was approved – recent site visit confirms new scheme has been implemented. This case will be removed from the list</em></td>
</tr>
<tr>
<td>38 E/18/00166</td>
<td>Honeybrook, St Margarets, Great Gaddesden, HP1 3BZ</td>
<td>Formation of level terraces and construction of brick and stone retaining walls in rear garden.</td>
<td>22 Mar 19</td>
<td>22 Apr 19</td>
<td>22 Oct 19</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A</td>
<td>This notice has been appealed. Awaiting start letter</td>
</tr>
<tr>
<td>39 E/18/00166</td>
<td>Honeybrook, St Margarets, Great Gaddesden, HP1 3BZ</td>
<td>Non-compliance with condition 12 p/p 4/02874/15/FUL.</td>
<td>22 Mar 19</td>
<td>22 Apr 19</td>
<td>22 Oct 19</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A</td>
<td>This notice has been appealed. Awaiting start letter</td>
</tr>
<tr>
<td>40 E/19/00146</td>
<td>Field adj Church Meadow, Pipers Hill, Great Gaddesden</td>
<td>The construction a hard surfaced road way within the site.</td>
<td>12 Apr 19</td>
<td>12 Apr 19</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Complied</td>
<td><em>Temporary Stop Notice served to stop works on site. Retrospective application submitted to retain the road way and fencing. TSN expired 10&lt;sup&gt;th&lt;/sup&gt; May 19. Case to be removed from list</em></td>
</tr>
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<tr>
<td>41</td>
<td>E/18/00087</td>
<td>Silk Mill Industrial Estate, Brook Street, Tring</td>
<td>Untidy land</td>
<td>30 Apr 19</td>
<td>30 May 19</td>
<td>11 Jul 19</td>
<td>No</td>
<td>N/A</td>
<td>Complied</td>
</tr>
<tr>
<td>42</td>
<td>E/15/00238</td>
<td>6 Sarum Place, Hemel Hempstead</td>
<td>Untidy land</td>
<td>21 May 19</td>
<td>21 Jun 19</td>
<td>21 Dec 19</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>43</td>
<td>E/18/00436</td>
<td>68 Tring Road, Wilstone</td>
<td>Erection of a fence in excess of 1m adjacent to a highway.</td>
<td>11 Jun 19</td>
<td>09 Jul 19</td>
<td>09 Oct 19</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>E/19/00010</td>
<td>Boxmoor Lodge Hotel, London Road, Hemel Hempstead</td>
<td>Erection of a marquee</td>
<td>25 Jun 19</td>
<td>06 Aug 19</td>
<td>06 Aug 20</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A</td>
<td><em>Notice appealed</em></td>
</tr>
<tr>
<td>E/19/00265</td>
<td>Garage Site, Spring Lane, Hemel Hempstead</td>
<td>Clearance/ excavation works and piling (without discharging relevant conditions)</td>
<td>01 Jul 19</td>
<td>01 Jul 19</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Complied</td>
<td><em>Temporary Stop Notice served in relation to unauthorised works. This notice ceased to have effect on 28 Jul 19 and conditions were subsequently discharged. This case will be removed from this list</em></td>
</tr>
</tbody>
</table>

**THE FOLLOWING CASES HAVE BEEN ENTERED ONTO THE LIST FOR THE FIRST TIME**

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<tr>
<th>CASE REF.</th>
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</thead>
<tbody>
<tr>
<td>E/18/00408</td>
<td>28 Boxwell Road, Berkhamsted</td>
<td>Demolition of wall and creation of parking area</td>
<td>09 Sep 19</td>
<td>09 Oct 19</td>
<td>09 Dec 19</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td><em>EN served following dismissal of planning appeal regarding same development</em></td>
</tr>
<tr>
<td>E/19/00321</td>
<td>Land at Featherbed Lane, Hemel Hempstead</td>
<td>Change of use to residential, siting of mobile homes and operational development including laying hard standing and erection of fencing</td>
<td>11 Sep 19</td>
<td>09 Oct 19</td>
<td>09 Jan 19</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A</td>
<td><em>Status quo injunction sought and granted 23 Aug 2019 (made final 20 Sep 2019). EN served following refusal of planning permission on 11 Sep 19. Refusal and EN appealed and likely to be linked inquiry.</em></td>
</tr>
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<tr>
<td>48 E/17/00442</td>
<td>Land north of Home Farm, Flaunden Bottom</td>
<td>Extension to building and construction of new building</td>
<td>12 Sep 19</td>
<td>12 Oct 19</td>
<td>12 Dec 19</td>
<td>N/A</td>
<td>N/A</td>
<td><em>EN served following unsuccessful negotiation. Site visit arranged. Still within appeal period</em></td>
<td></td>
</tr>
<tr>
<td>49 E/19/00336</td>
<td>Land on the west side of 6 Haynes Mead, Berkhamsted</td>
<td>Change of use of amenity land to residential garden and erection of fence</td>
<td>13 Sep 19</td>
<td>12 Oct 19</td>
<td>12 Dec 19</td>
<td>N/A</td>
<td>N/A</td>
<td>Complied</td>
<td><em>EN served – complied. Still within appeal period</em></td>
</tr>
<tr>
<td>50 E/19/00302</td>
<td>Lock Cottage, Ravens Lane, Berkhamsted</td>
<td>LBEN: Demolition of wall within curtilage of listed building</td>
<td>13 Sep 19</td>
<td>12 Oct 19</td>
<td>12 Jan 20</td>
<td>Yes</td>
<td>N/A</td>
<td><em>LBEN served – notice appealed on basis that wall was not listed and that permission was previously granted under 4/01580/15/LBC</em></td>
<td></td>
</tr>
<tr>
<td>51 E/19/00302</td>
<td>Lock Cottage, Ravens Lane, Berkhamsted</td>
<td>EN: Demolition of a wall in a conservation area and creation of a raised parking area</td>
<td>13 Sep 19</td>
<td>12 Oct 19</td>
<td>12 Jan 20</td>
<td>N/A</td>
<td>N/A</td>
<td><em>EN served. Still within appeal period</em></td>
<td></td>
</tr>
<tr>
<td>52 E/19/00403</td>
<td>Former Civic Centre Site, Dacorum Way, Hemel Hempstead</td>
<td>Use of piling and penetrative foundation works within discharging conditions attached to 4/03624/14</td>
<td>19 Sep 19</td>
<td>19 Sep 19</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td><em>Temporary Stop Notice issued in relation to the work to require cessation of those works. Notice expires 17 Oct 19</em></td>
<td></td>
</tr>
<tr>
<td>53 E/19/00398</td>
<td>Land off Upper Bourne End Lane, Hemel Hempstead</td>
<td>Erection of hardstanding and laying of hard materials.</td>
<td>04 Oct 19</td>
<td>04 Oct 19</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td><em>Temporary Stop Notice issued in relation to the work to require cessation of those works. Notice expires 01 Nov 19</em></td>
<td></td>
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</tbody>
</table>