4/02013/15/MFA - CONSTRUCTION OF TWO EDUCATIONAL BUILDINGS WITH ASSOCIATED LANDSCAPING, DISABLED PARKING AND SERVICING AREA. WEST HERTS COLLEGE, DACORUM CAMPUS, MARLOWES, HEMEL HEMPSTEAD, HP1 1HD.
APPLICANT: West Herts College.

[Case Officer - Myles Joyce]

Summary

The application is recommended for approval.

The site is in a prominent location by the River Gade adjacent to Leighton Buzzard Road, Queensway, and Marlowes. The site has been developed in a campus form, for West Herts College (WHC) set in a mature, landscaped setting which includes the River Gade, a chalk stream. This application, following the demolition of Block K and L, proposes to erect a new 4,200 sqm educational building, with associated landscaping, disabled parking and servicing area. It is proposed to retain the existing C block until the new building is constructed and occupied. A temporary access from Marlowes to the site immediately south of the plant rooms will provide access during the construction phase and give permanent access to 4 disabled parking spaces and refuse storage.

The principle of redeveloping the existing college campus is acceptable in policy terms through the adoption of the Core Strategy (2013), the Hemel Hempstead Town Centre Master Plan and is also included within the Pre-submission Site Allocations DPD. The Hemel Hempstead Place Strategy, as set out within the Core Strategy, identifies local objectives for the town centre including the delivery of a new college (paragraph 20.6), which is subsequently reflected in Core Strategy Policy CS33.

The scheme addresses the need to be sympathetic to the existing surrounding buildings and conservation area and appropriate to its internal functions as well as responding directly to the aspirations of the local development plan. It is proposed to retain 34, about two thirds of the existing trees, and provide new tree planting to mitigate for tree loss. Hertfordshire Highways have no objections subject to conditions which are being imposed regarding visibility and submission of a road safety audit. No additional car parking spaces are proposed but the site is highly accessible and the scheme provides 38 spaces with further space earmarked to be provided if the demand exists and monitored through a Travel Plan. An additional access from Marlowes initially for the construction phase would also serve the proposed 4 disabled parking spaces and servicing associated with the Phase 1 development.

A condition requiring a full construction Management Plan is to be imposed to mitigate any potential problems during the construction phase. In terms of energy efficiency and solar gain the proposed materials of brick, glass and render all are durable and weather well and the 21.1% CO2 improvement over Building Regulations Minimum (Part L) is considered acceptable. Glazing and orientation is set to maximise solar gains and set back from the river avoids overshadowing with glazing maximised along the south, east and west elevations rather than the shaded north-facing elevation.

No flooding has occurred in recent years on site or further downstream and the Flood Risk Assessment concludes that there is no risk from flooding. The Environment

Agency in its consultation response is satisfied that, inter alia, the flood risk can be contained and managed through the impositions of planning conditions. There is negligible potential for bat roosting on site but provision of bat boxes in conjunction with the lighting scheme will be required by condition. Archaeological potential has been assessed and found to be limited and not requiring further works. Noise generation and vibration from plant etc. is likely to will be well within acceptable noise levels at all times but will nonetheless be suitably conditioned. In terms of site security and safer places the Crime Prevention officer considered the proposal acceptable.

The proposal is therefore considered acceptable in the context of the Core Strategy and other Policies.

Site Description

The site is in a prominent location by the River Gade adjacent to Leighton Buzzard Road, Queensway, and Marlowes. The site has been developed in a campus form, for West Herts College (WHC) set in a mature, landscaped setting which includes the River Gade, a chalk stream. The WHC buildings are of little or no architectural merit. The land within the red line has an area of 0.91 hectares and sits within the curtilage of the Dacorum Campus. It is in the full ownership of West Herts College.

The site, due to its prominent location, serves as a gateway to both the town centre and Hemel Hempstead Old Town Conservation Area and a transition point from the semi-rural Gadebridge Park/Queensway to the urban Marlowes. The site faces a row of older buildings across the Marlowes and forms an important eastern flank to the busy Leighton Buzzard Road. The southern boundary is currently used in part as a car park and in part as a small, well-treed, urban square which opens out toward the River Gade. The site affects the setting of a number of listed buildings and buildings considered of local heritage importance. In addition the northern edge of the site fronting Queensway lies within the Old Town Conservation Area. This affects the setting of the Bury, a Grade II* listed building, requiring statutory consultation with Historic England.

The site sits entirely within a ground water protection zone designated as SPZ1 (inner source protection zone). This is defined as the 50 day travel time from any point below the water table to the source. This zone has a minimum radius of 50 metres. This designation is due to the presence of boreholes immediately north of the Civic Centre and their associated pumping station. The site contains a number of high quality, mature and semi-mature trees which contribute to the environment and landscaping of the site. The site forms a significant part of the Gade Zone as identified in the Hemel Hempstead Town Centre Master Plan.

Proposal

The application proposes the erection of a new 4,200 sqm educational building, with associated landscaping, disabled parking and servicing area following the demolition of existing teaching blocks K and L. It is proposed to retain the existing C block classroom until the new building is constructed and occupied. 3,403 sqm of accommodation will be demolished (Blocks K, L and C). Some demolition work has already been undertaking in 2014. Taking into account, the very recent other demolitions, the total accommodation demolished will be 5,659 sqm. No increase in car parking provision is provided other than 4 disabled spaces and cycle spacing will increase form 4 to 42. A

temporary access from Marlowes to the site immediately south of the plant rooms will provide access during the construction phase and then become permanent and also incorporate the 4 disabled parking spaces and refuse storage.

Referral to Committee

The application is referred to the Development Control Committee as a Major Planning application which falls outside the range of proposed developments which are delegated to Council Officers for decision.

Planning History

The site was subject to a hybrid application in 2010 for, 'Demolition of existing buildings on the site to enable comprehensive redevelopment, comprising an 8,299 sqm education facility on the north east part of the site and residential development of up to 130 units including a retail unit up to 140 sqm on the remainder of the site' (4/02114/10/MFA). The application was subsequently withdrawn.

In addition, a planning application was also submitted in 2013 for the demolition of existing buildings for redevelopment of the site, including a food superstore and replacement college (4/01228/13/MFA). This application was also withdrawn following the loss of the supermarket's backing from the scheme.

Following receipt of funding from the Hertfordshire Enterprise (LEP) in the spring of 2014, the College embarked on a programme of demolition and refurbishment. Blocks E, F, G, H and M, the bungalow and Methodist Church were demolished in the summer of 2014.

The ground floor of Block A was refurbished to improve the educational experience for the students. This refurbishment is to give a maximum life of 5 years

More recently, an application to the local planning authority for a screening opinion (Ref. 4/01551/15/SCE) and an application for whether prior approval for the demolition of three existing blocks (Ref. 4/02001/15/DEM) is required were submitted. The LPA held that an EIA was not required and that prior approval for the proposed demolition works was required and granted on the basis of the information submitted in respect of the method of demolition and proposed restoration works following demolition.

Policies

National Policy Guidance

National Planning Policy Framework (NPPF)

Adopted Core Strategy

NP1 - Supporting Development
CS1 - Distribution of Development
CS2- Selection of Development Sites
CS4 - The Towns and Large Villages
CS8 - Sustainable Transport
CS12 - Quality of Site Design

CS13 - Quality of Public Realm
CS23 - Social Infrastructure
CS26 - Green Infrastructure
CS27 - Quality of the Historic Environment
CS28 - Renewable Energy
CS29 - Sustainable Design and Construction
CS30 - Sustainability Offset Fund
CS31 - Water Management
CS32 - Air, Water and Soil Quality
CS33 - Hemel Hempstead Urban Design Principles

Saved Policies of the Dacorum Borough Local Plan

Dacorum Borough Local Plan Saved Policies:

10 Optimising the Use of Urban Land
54 Highway Design
55 Traffic Management
57 Provision and Management of Parking
58 Private Car Parking Provision
61 Parking Pedestrians
62 Parking for Cyclists
63 Parking for Disabled People
99 Preservation of Trees hedgerows and Woodlands
100 Tree and Woodland Planting
113 Exterior Lighting
119 Development Affecting Listed Buildings
120 Development in Conservation Areas

Appendices:
1 Sustainability Checklist
5 Parking Provision
8 Exterior Lighting

Supplementary Planning Guidance

Environmental Guidelines
Conservation Area Character Appraisal for Hemel Hempstead Old Town
Water Conservation & Sustainable Drainage
Energy Efficiency & Conservation
Advice Note on Achieving Sustainable Development through Sustainability Statements
Accessibility Zones for the Application of Parking Standards

Summary of Representations

Strategic Planning

The principle of redeveloping the existing college campus is established in policy terms through the adoption of the Core Strategy (2013), the Hemel Hempstead Town Centre Master Plan and is also included within the Pre-submission Site Allocations DPD. The Hemel Hempstead Place Strategy, as set out within the Core Strategy, identifies local objectives for the town centre including the delivery of a new college (paragraph 20.6),

which is subsequently reflected in Core Strategy Policy CS33. Additionally, Core Strategy Policies CS1, CS2 and CS4 should also be taken into account. Therefore the provision of a replacement educational facility at this location is considered to be acceptable within this town centre location.

The site is also included within the Council's Pre-submission Site Allocation DPD as part of the larger mixed use proposal MU/1 in Hemel Hempstead which proposes to allocate a total of 6 hectares of land for redevelopment of the college site, construction of a new public sector quarter (to be referred to as 'The Forum') and construction of 500-600 homes.

Design principles are set out within section 5.2.7 of the Hemel Hempstead Town Centre Master Plan and states that development at the northern end of the Gade Zone (i.e. this application site) should respect the character, setting and built form of the Old Town. A similar approach should be taken when considering the impact of the proposal on the setting of the Grade II* listed building at the Bury, views over to the Grade I listed St Marys Church and the Old Town Conservation Area. This is reflected within Core Strategy Policy CS12, which states that development should, amongst other requirements, (g) respect adjoining properties in terms of (inter alia) scale, height and bulk; as well as Core Strategy Policy CS27 which states the integrity, setting and distinctiveness of designated (and undesignated) heritage assets will be protected, conserved and, if appropriate, enhanced. The views of Conservation and Design should be sought with regard to this. Concerns were also raised with regard to the retention of trees along Queensway boundary, not least for the screening effect.

With regard to access and car parking, the site being located within Accessibility Zone 2, a proposal at the existing college site would require 25-50% of the maximum demand-based standards of parking to be provided. However we advise that the advice of the Local Highway Authority should be sought regarding access, traffic generation and highway capacity before determination of this application.

With regard to sustainability core Strategy Policies CS28 and CS29 requires new development to seek to reduce carbon emissions and to comply with the highest standards of sustainable design and construction possible, respectively. The Sustainability Statement and Energy Statement and that the proposal results in a 12.1% pass margin over the carbon target emission rate (TER). The proposal also includes the installation of photovoltaics and air source heat pumps (ASHP) as renewable energy sources. As such, it is considered that the proposal complies with the requirements of these abovementioned policies.

<u>Conservation and Design</u>

The Bury a Grade II* listed building and St Mary's Church a Grade I listed building. The Bury is directly opposite this northern elevation of this proposal. The use of the site as an educational establishment is long established in policy terms and there is no objection to this use subject to a high standard of design which respects the heritage significance of the designated heritage assets.

There are some concerns regarding:

- the proposed carpark and service yard on the Marlowes frontage given its prominence

- the southern elevation presents a dead frontage
- the undercroft pedestrian entrance requires natural surveillance through the provision of glazing to the stairwell.
- the extent of the blank facade on the rendered element facing Queensway, facing The Bury (Grade II*) should be more broken up in form.

Amended Plans and additional information submitted 7th July 2015

With respect to the latest amendments made to the application by West Hertfordshire College for its campus development (application no. 4/02013/15/MFA) these are considered to have by and large addressed the concerns that Conservation and Design previously raise. Consequently Conservation and Design no longer wishes to raise any objection to the proposed scheme as now amended. The amendments in question being:

- the changes to the southern elevation walling to introduce brick relief detailing into this expanse of walling.
- changes proposed for the doors to the power plant exterior doors .
- the revision made to the configuration of the windows openings adjacent the underpass entrance.

It is suggested that appropriately worded conditions pertaining to external materials and finishes , lighting and landscaping (planting and surface treatments) should be included with a permission that may subsequently be given to ensure the scheme positively contributes to the public realm.

Environment Agency

Planning permission could be granted to the proposed development as submitted if conditions are imposed requiring the following:

- No development to take place until a site investigation scheme, based on the Report on Ground Investigation (Applied Geology Limited, Report number: AG2233-15-V83, dated May 2015), to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. The results of the site investigation and detailed risk assessment, creating an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. Followed by a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. The scheme shall be implemented as approved. This is to prevent groundwater contamination.

- No occupation shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority.

- If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected

contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

- No 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.

- No infiltration of surface water drainage into the ground is 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 controlled waters. The development shall be carried out in accordance with the approval details.

The reason for the above condition is to protect groundwater in line with your policies CS31 and CS32, The Thames River Basin Management Plan, Planning Practice Guidance and the National Planning Policy Framework.

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HCC Environment

The FRA submitted with this application does not comply with the requirements set out in the Planning Practice Guide (as revised 6 April 2015) to the National Planning Policy Framework. The FRA also does not comply with the Herts County Council's SuDS Policies (an addendum to the Local Flood Risk Management Strategy). In order for the Lead Local Flood Authority to advise the relevant local planning authority that the site will not increase flood risk to the site and elsewhere and can provide appropriate sustainable drainage techniques, further information with regard to detailed pre and post development surface water run-off rate and volume calculations (including all permeable and impermeable areas) for all rainfall events up to and including the 1 in 100 year + climate change event, sustainable drainage system prioritising above ground methods such as ponds, swales etc. source control measures such as permeable paving, infiltration trenches to ensure surface water run-off from the proposed car parking and roads can be treated in a sustainable manner and reduce the requirement for maintenance of underground features. In addition a detailed drainage strategy including a detailed drainage plan and details of the proposed informal surface water flooding including the return rainfall event it will flood, the location it will flood and expected depths of flooding.

At the outset to ensure the proposed drainage system and SuDS features and incorporated within the layout and located appropriately in line with the SUDS hierarchy. It is not clear from the FRA if all of the site area has been included within the summary calculations provided. It mentions that only the roof areas have been included in the calculations. If this is the case revised drainage calculations included the detailed calculations required above should be provided to ensure the correct storage volume requirement and run-off rate can be provided.

If the LPA are minded to approve the application, the only condition which we would find appropriate to ensure all of our concerns are addressed would be the following:

Condition

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the critical storm event will not exceed the run-off from the undeveloped site following the corresponding rainfall event and provide pre-development greenfield run-off rates where possible. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

1. Detailed pre and post development surface water run-off rate calculations for all rainfall events up to and including the 1 in 100 year + climate change event.
2. Detailed pre and post development surface water volume calculations for all rainfall events up to and including the 1 in 100 year + climate change event.
3. Surface water calculations including all impermeable and permeable areas to provide a total volume and surface water run-off rates
4. Provide betterment by achieving greenfield run-off rates
5. Provide a sustainable drainage system prioritising above ground methods such as ponds, swales etc.
6. Provide source control measures such as permeable paving, infiltration trenches to ensure surface water run-off from the proposed car parking and roads can be treated in a sustainable manner and reduce the requirement for maintenance of underground features.
7. Final detailed drainage strategy including a detailed drainage plan to support a full planning application which sets out the final development layout.
8. Details of the proposed informal surface water flooding including the return rainfall event it will flood, the location it will flood and expected depths of flooding.

<u>Hertfordshire Highways</u>

No objections subject to following conditions:

- Prior to the commencement of the development hereby permitted full details shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority to illustrate roads, footways, and on-site water drainage, access arrangements, parking provision and turning areas.

- Prior to the commencement of the development hereby permitted a Stage 2 Road Safety Audit for the proposed highway improvements and access junction shall be completed and submitted for approval by Hertfordshire County Council.

- Prior to commencement of the development, the applicant shall submit a Construction Management Plan to the Local Planning Authority for approval in writing including details of construction vehicle numbers, type, routing, traffic management requirements, construction and storage compounds, siting and details of wheel washing facilities, cleaning of site entrances, site tracks and the adjacent public highway, timing of construction activities to avoid school pick up/drop off times, the

management of crossings of the public highway and other public rights of way and post-construction restoration / reinstatement of the working areas and temporary access to the public highway.

- Prior to occupation provision of a visibility splays to each side of the access where it meets the highway and such splays shall thereafter be maintained at all times.

Informatives were also recommended which are set out under the relevant section of this report.

Historic England

Recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

National Trust

No comments

HCC Fire and Rescue Service

No objections

Thames Water

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. Recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Request that the following 'Grampian Style' condition be applied - “Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed”.

There are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer.

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water.

Expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like an informative attached to the planning permission notifying the applicant of the requirement to obtain a Groundwater Risk Management Permit from Thames Water.

Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy: 1 store rainwater for later use 2 use infiltration techniques, such as porous surfaces in non-clay areas 3 attenuate rainwater in ponds or open water features for gradual release 4 attenuate rainwater by storing in tanks or sealed water features for gradual release 5 discharge rainwater direct to a watercourse 6 discharge rainwater to a surface water sewer/drain

Ecology

This Ecosite was surveyed as part of the Hemel Urban Survey in 1992 and is described as: species-rich amenity grassland and section of the River Gade with attractive aquatic and marginal vegetation. It acts as a wildlife corridor through this part of Hemel Hempstead. Ecosites do not have any form of status of importance, but are merely sites that we have some ecological information on.

A *Preliminary Bat Roost Assessment* by The Ecology Consultancy was carried out on 17 April 2015 of the three buildings (Blocks C, K and L) proposed for demolition and the 17 trees proposed for removal *(N.B. the Tree report says 18)*. No bats, or signs of bats, were found at the site, and the buildings and majority of trees were considered to have negligible potential to support roosting bats. One mature apple tree was assessed as having moderate potential to support roosting bats. To ensure no bats are present, an intrusive inspection of this tree by a bat ecologist, prior to its removal, is recommended. If bats are found to be roosting in the apple tree, a mitigation strategy will be needed to deal with the impact on the bats / roost. A European Protected Species (EPS) licence will also be required from Natural England to proceed lawfully.

The External Lighting proposal involves bollard and wall units that produce low levels of light and hoods sufficient not to disturb bats, but still provide a safety function. Directional hoods should be fixed in the horizontal position to minimise light spill and direct light away from boundary vegetation - to ensure dark corridors remain for use by wildlife as well as directing lighting away from potential roost / nesting sites. The proposed lighting plan and the installation of bat (and bird) boxes needs to be designed with each other in mind. An Informative should be added advising that a bat ecologist is involved with the final lighting plan to avoid potential illumination of artificial roost features, which will also be incorporated into the design.

New trees and shrubs should be predominantly native species, particularly those that bear blossom and fruit (berries) to support local wildlife. Where non-native species are used they should be beneficial to biodiversity, providing a food source or habitat for wildlife. To avoid harm to protected species it is advised to add an informative advising of Protected species.

Trees and Woodlands

No objection- Of the 52 trees on site none are of high quality but the retention of category B and C mature specimens (including Lime, Norway Maple, Plane, Beech, and Sycamore) will maintain a scale between landscaping and proposed buildings; the height of educational buildings will partially be screened in views from Queensway. The presence of mature trees would not lessen the positive aesthetic impact of the college buildings but they would soften the new vista along Queensway.

18 trees have been identified for removal, comprising Apple, Alder, Hawthorn, Birch, Cherry and Norway Maple. The three B cat trees are located along the Marlowes site frontage, directly within the footprint of proposed buildings, and so there is no scope to retain them. The most important site trees, with historic and local interest, are four Willows along the river bank, their retention is desired and protection measures paramount.

New tree planting is proposed on the site to mitigate loss to development. However, no detail of species, planting specification or maintenance has yet been submitted. Species selection should be carefully considered as the site will be well used by pedestrians; trees should not present foreseeable hazards to site users. The particular trees proposed should also be able to withstand low maintenance and reflected heat (off nearby buildings and hard surfaces). It is of utmost importance to install protection measures prior to any site clearance works to minimise potential damage to retained trees.

Contaminated Land Officer

Should the applicant find any contamination during development, they should stop works and notify Environmental Health in order that we can offer appropriate advice.

Crime Prevention

No objections on the basis of information available on the application proposed

Response to Neighbour Notification / Site Notice / Newspaper Advertisement

No responses received.

Building Control

No objections

Considerations

Preliminary Matters

A pre-application enquiry for a proposed new college replacing that at West Herts College was submitted under DBC Ref 4/01395/15/PRE. The LPA response dated 1st May 2015 stated that a high quality scheme for this important site that will assist in the planned regeneration of the area whilst also providing the college with an attractive new building was welcomed by the LPA. Two meetings were held with DBC Planning Officers.

It was noted that the site has been the subject of redevelopment proposals for a number of years, with applications in 2010 and 2013 involving a new college, the latest being a joint proposal with Morrisons for a college and supermarket. Both applications were subsequently withdrawn. The college has since been exploring options for redeveloping their part of the site and are now in a position to bring forward Phase I of a three phased scheme. A number of buildings have been demolished and further demolition of buildings will be included within a planning submission for redevelopment.

In summary it was noted that:

- The River Gade is a chalk stream, currently occupying a channel which was originally created in connection with a mill located in the area adjacent to the Bury. Parts of the channel are considered to be of good chalk stream status by the Environment Agency. Other parts of the river, both upstream and downstream of the site, are of much poorer status.
- Parts of the site are in flood zones 3a and 3b (although not this development site). The site is largely protected from flooding by the culvert which currently takes most of the flow underground north-south through the site. This belongs to Thames Water and its presence is a severe constraint on development.
- Major structures such as roads crossing the culvert will require specific design requirements to avoid compromising the integrity of the culvert.
- A Flood Risk Assessment will be required. With regard to Public Sewers crossing or close to the site and, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer.
- There are a number of fine trees within the site and the retention of the sylvan environment along Queensway is welcomed.
- The setting of listed buildings facing the site along with the character and appearance of this part of the Conservation Area is considered to require sensitive design. The Bury is a Grade II* Listed Building and will require careful consideration in order that the proposal enhances its setting, early consultation with English Heritage as statutory advisor is advised.

In considering a planning application, regard to the vision for the town centre as presented in the Hemel Evolution project brochure which summarises the masterplan proposals, states that by 2031 this will be: “an appealing, attractive and sustainable destination with a thriving economic centre and a high quality environment”. Regeneration will emphasise: “the natural and cultural assets of the town and celebrate its New Town history and rich heritage”. Regeneration of the Gade Zone “will make a significant contribution towards the achievement of this vision”. In addition the former Civic Zone SPD identified the need for the Gade Zone element of the town centre to be planned and developed as part of a comprehensive scheme, contribute to the overall achievement of the town centre’s regeneration and enhancement and be developed to its optimum potential.

With the college alone pursuing this scheme (Morrisons having pulled out) the first criteria above is not strictly met but the development of a new college building on existing college land would not prejudice any future redevelopment proposals of the adjoining land and the overall aims for the town centre's regeneration and

enhancement would not be affected by this stand alone proposal by the College. In principle therefore the proposals are supported however elements of the design need further consideration notably:

- treatment of main entrance to provide focal point to building
- treatment of plant room facade to Marlowes and access way to courtyard
- treatment of rear elevation to courtyard

Positive feedback has been provided by the highway authority and is generally supportive subject to the submission of a Transport Statement. It is proposed to provide a dedicated and segregated site compound to the south of the proposed Phase 1 building, with a new temporary access provided off Marlowes. This approach has been accepted by the highway authority notwithstanding Conservation and Design officer concerns. In terms of Sustainability it has been agreed and accepted that through the use of higher efficiency VRF heat pumps a 12% saving over Building Regs Part L 2013 (21% over Part L 2010) can be achieved along with BREEAM level Very Good.

Likely conditions to be imposed would be:

- Submission for approval of a Transport statement
- Construction management plan
- Survey to identify the presence of any asbestos on the site, and if found bonded should be dismantled carefully, using water to dampen down, and removed from site. If unbonded asbestos is found the Health and Safety Executive at Woodlands, Manton Lane, Manton Lane Industrial Estate, Bedford, MK41 7LW should be contacted and the asbestos shall be removed by a licensed contractor.
- Submission for approval of a scheme providing for the insulation of the building against the transmission of noise and vibration from the building prior to development taking place.
- A noise assessment should be carried out in accordance with BS4142 to establish whether the (plant/machinery/activity) that are to be installed or operated in connection with this permission are likely to give rise to complaints at any adjoining or nearby noise sensitive premises
- Details of external lighting should be submitted prior to the commencement of development,
- Another pre-commencement condition regarding details /scheme of ventilation including extraction and filtration of cooking fumes to be submitted for approval is also required
- Demonstration of sustainable urban drainage systems (SUDS) should be submitted or practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible

In pre-application discussions in April 2015 the Local Planning Authority supported the overall design and the use of brick as the primary elevational material to the Marlowes Block with render to the 16-18 Block facing Queensway The LPA asked for the elevational treatment of the plant room to be reconsidered. A blank facade was not welcomed. Further to these comments the design was developed to incorporate relief brickwork to give a ‘panelled’ effect. An open ‘walk-through’ from Marlowes to the courtyard and river is a key part of the design. It was suggested by the LPA that the design of the undercroft should be developed further to encourage and welcome the local community to enter and take advantage of refectory facilities. A suggestion that

the walkway was gated in the evening was also taken up. The LPA stated that achieving better east west links was to be encouraged.

The LPA raised the potential for the refectory to be relocated to the front elevation facing Marlowes with the plant areas to the rear. However this was considered undesirable because the plant space includes a substation which requires 24hr access and therefore is best placed adjacent to the highway and at ground level and is of a size to accommodate future provision of Phase 2 which will be located adjoining the plant room. The proposed location of the refectory seeks to make the most of the views across to the river and will provide opportunities to break out into the courtyard. The College's vision for the frontage is transparency on learning and educational opportunities on offer. It was felt that a refectory in this location would not convey the correct message. The prominence of the entrance was discussed. It was agreed that its prominence could be reinforced with materials, paving, colour choices and signage. Materials were discussed. The primary focus for the LPA was to achieve clean lines. Brick was proposed by the design team. It was agreed that there was an opportunity to treat the two elements of the scheme with different materials

Policy and Principle

The site has been subject to a considerable amount of pre-application consideration in terms of redeveloping the existing college campus. As noted above, the principle has been established in policy terms through the adoption of the Core Strategy (2013), the Hemel Hempstead Town Centre Master Plan and is also included within the Pre-submission Site Allocations DPD. The Hemel Hempstead Place Strategy, as set out within the Core Strategy, identifies local objectives for the town centre including the delivery of a new college (paragraph 20.6), which is subsequently reflected in Core Strategy Policy CS33. Additionally, Core Strategy Policies CS1, CS2 and CS4 should also be taken into account. Therefore the provision of a replacement educational facility at this location is considered to be acceptable within this town centre location. The site is also included within the Council's Pre-submission Site Allocation DPD as part of the larger mixed use proposal MU/1 in Hemel Hempstead which proposes to allocate a total of 6 hectares of land for redevelopment of the college site, construction of a new public sector quarter (to be referred to as 'The Forum') and construction of 500-600 homes.

With regard to access and car parking, the site being located within Accessibility Zone 2, a proposal at the existing college site would require 25-50% of the maximum demand-based standards of parking to be provided.

With regard to sustainability core Strategy Policies CS28 and CS29 requires new development to seek to reduce carbon emissions and to comply with the highest standards of sustainable design and construction possible, respectively. The Sustainability Statement and Energy Statement and that the proposal results in a 12.1% pass margin over the carbon target emission rate (TER). The proposal also includes the installation of photovoltaics and air source heat pumps (ASHP) as renewable energy sources. As such, it is considered that the proposal complies with the requirements of these above mentioned policies.

Design and Site Layout

The physical massing of the college building has been carefully considered. The

design addresses the need to be sympathetic to the existing surrounding buildings and conservation area and appropriate to its internal functions as well as responding directly to the aspirations of the local development plan. The college building comprises of three storeys, ground, first and second. The building is split into two distinct blocks, each with their own individual character, Block 16-18 is a three storey building with floor to floor levels of 3825mm. The ground floor level of this block is 2150mm lower than the Marlowes Block. The Marlowes Block is a two storey building. Ground floor to first floor is 5500mm. The first floor in Marlowes Block and the second floor in 16-18 Block work as a single floor on the same level. The Marlowes Block provides level access from Marlowes whilst the 16-18 Block provides level access from the car park for staff and disabled students. The college parapet is a uniform level for both blocks, sitting 9900mm above ground floor of Marlowes Block and 12050mm above ground floor level of 16-18 Block. The 16-18 Block has a rooflight above the atrium, sitting at 13500mm above ground floor level.

Following feedback from Conservation and Design further details were submitted with regard to the following:

- The south and east elevation around the plant room
- The walk through area form Marlowes to the Courtyard
- The north elevation of the 16-18 Building opposite the Bury and comparison of floor levels and details with the west and south elevations of this block

The amended plans show detailing on the hitherto blank southern elevation facing the car park and additional glazing with regard to the undercroft or walk through area from Marlowes to the Courtyard. In addition the north elevation of 16-18 was provided in greater detail including relative levels. The Conservation Officer is satisfied that concerns had been taken into account and subject to conditions pertaining to external materials and finishes, lighting and landscaping (planting and surface treatments) should be imposed as part of any permission to ensure that the scheme positively contributes to the public realm. This is considered proportionate and reasonable and in accordance with Policies CS12, CS13 and CS27 of the Core Strategy and Saved Policy 10 of the Dacorum Local Plan.

Impact on Character and Appearance of Conservation Area and Setting of Listed Building(s)

The proposed development will be located outside of the Hemel Old Town Conservation Area although part of the site lies within the said Conservation area it is outside of the development footprint. This conservation area was designated in 1968. The Conservation Area is compact and contains a mix of 18th and 19th century 2-3 storey development centred on High Street with the junction at Queensway forming an important southern gateway. There is little modern development within the Conservation Area. The subject site is close to a number of important buildings including the Grade II* Listed Building The Bury with views across to St. Mary's Church a Grade I Listed Building. The Bury sits within a landscape setting with the existing trees along Queensway screening views. The site is over 200m from St Mary's Church with only limited views due to the built form and trees. At present the existing site contains buildings of little or no architectural merit. The proposed site layout being set back from the River Gade and retaining the trees in the Conservation Area seek to limit

impact and retain the views of the Bury. The mass of the proposed building, whilst greater than that of the existing will be reduced through breaking changes in materials and the extensive use of glazing reflecting the dark brick along Marlowes with the paler render of the Bury. The views of the spire of St Mary's are not considered to be affected adversely by the proposal.

The amendments and additional details sought by Conservation and Design have satisfied the LPA that the proposed development will not adversely impact on either the setting of the Listed Buildings; The Bury and St Mary's Church nor adversely impact the character and setting of the Conservation Area and indeed are considered to significantly improve the design, appearance and layout of the subject site. Accordingly, the proposal is considered to accord with Policy CS27 of the Core Strategy and Saved Local Plan Policies 119 and 120..

Impact on Trees and Landscaping

According to the applicants a site assessment in March 2015 discovered that the site contains 52 trees. Only 19 of these are of moderate quality and the rest of low quality including 8 category U trees that 'cannot be realistically retained'. It is proposed to retain 34 or almost two thirds of the existing trees, with new tree planting to mitigate for tree loss. There are no TPOs in force on site although the northern fringe of the site falls within the Old Hemel Conservation Area which contains 14 trees. It is not proposed to fell any of the trees that fall within the Conservation Area under 'area 2'. Policy CS26 (Green Infrastructure) seeks to conserve habitats and strengthen biodiversity corridors and create better links to green spaces. Whilst the site is private, the scheme maintains pedestrian access through to the River Gade, as many trees have been retained minimising impact on habitats. New trees are also proposed. The scheme has also purposefully kept back from the River Gade to ensure no detrimental impact.

Trees and Woodlands have no objections to the proposal but have asked for further details of tree replacement and for tree protection measures during construction to be imposed as a planning condition both of which are considered reasonable and necessary to accord with Saved Policies 99 and 100 of the Dacorum Borough Local Plan.

Impact on Highway Safety

Hertfordshire Highways has no objections subject to conditions being imposed prior to occupation of two visibility splays each side of the access where it meets the highways for reasons of highway safety. In addition, a condition has been asked to be imposed with regard to submission for approval of a Stage 2 Road safety audit prior to development. Both conditions are considered reasonable and in accordance with Policy CS8 of the Core Strategy and Saved Policies 54 and 55 of the Dacorum Borough Local Plan.

Access Car Parking and Transport Assessment

Car parking is currently provided to the NW of the site (for staff) and to the south-east (students) with further parking along the southern boundary. Both car parks are accessed from Queensway and Dacorum Way with an exit only onto Marlowes. During the current demolition works some car parking has been lost to skip storage. A site visit

on 3rd July revealed that the were 68 car parking spaces plus 2 disabled car parking spaces available in the staff car park and 50 car parking spaces plus 4 disabled parking bays and motorcycle parking. In addition along the access opposite the Civic Centre there are a further 29 car parking spaces plus 3 disabled car parking spaces giving total of 147 car parking spaces plus 9 disabled parking spaces. The site is located within Accessibility Zone 2 suggesting a proposal at the existing college site would require 25-50% of the maximum demand-based standards of parking to be provided.

With regard to access and car parking Saved Local Plan Policies 54 (Highway Design) and 55 (Traffic Management) seeks to ensure that developments provide access and servicing arrangements to national and local standards. Saved Local Plan Policy 57 (Provision and Management of Parking) sets out the principle of parking standards. Policy 58 and Appendix 5 stipulates Private Parking Provision for new development and the expansion and change of use of existing development. Policy 61 also promotes safe and convenient walking routes with appropriate provision for pedestrians will be a requirement of all development proposals. No additional standard parking will be provided on site and the car parking will remain as existing (which is outside the application boundary) apart from the disabled parking bays and cycle parking stands which will be provided in the car park immediately south of the site.

The proposals will result in an increase in student numbers this will reduce the current parking ratio, due to an increased number of journeys made by sustainable travel modes through the restriction of parking and will encourage the use of sustainable transport to access the site. Policy 62 and Appendix 5 of the Dacorum Borough Local Plan also promotes the provision of cycle parking. The scheme provides 38 spaces in addition the use of the cycling facilities will be monitored and more will be provided if the demand exists. The campus has existing shower facilities that will be retained. Utilisation will be monitored through the Travel Plan.

Policy 63 seeks to ensure that facilities are accessible to all and an additional four Disabled spaces are provided adjacent to the new building. This is in addition to other disabled spaces provided within existing car parking on the wider campus. This will provide safe and convenient access to the new facilities. The building itself has incorporated inclusive access design principles to ensure it is accessible to all users.

The Travel Plan submitted by the applicants notes that the college currently has 300 full time students and 40 full time staff. plus part time students. The proposal will result an increase to 400 full time students but no increase in park time students or staff. It is proposed to earmark an area for a further 40 cycle parking spaces (above those proposed above) depending on demand. This will be monitored throughout the Travel Plan. An additional access from Marlowes initially for the construction phase would also serve the proposed 4 disabled parking spaces and servicing associated with the Phase 1 development.

Policy CS8 requires new developments to contribute to a well connected transport system giving priority to sustainable transport modes (a hierarchy from pedestrians top to private motor vehicles bottom), ensure good access for the disabled and strengthen links between key facilities. The Hemel Hempstead Masterplan and Access and Movement Strategy agree encouraging sustainable access and easy movement to and within the town centre by all forms of travel, more particularly walking and cycling. CS2 also encourages development which allows good sustainable transport links of this nature.

The site is already highly accessible by foot and conveniently located close to the Old town and within walking distance of residential areas services and facilities. Cycle parking is more limited but is in relatively close proximity to bicycle stands in Marlowes, Hemel Hempstead station and National Cycle Route 57. Many bus routes stop at Marlowes, Queensway with a hub 5 minutes walk south of the site. A present there is a high dependence on the private car amongst staff with 80% driving to site compared with only 30% of students driving and a further 10% as passengers in cars. The plan aims to reduce car share amongst staff by 6% and by students by 10%, increase car passenger use by up to 50% (Staff) and increase walking and cycling amongst students by 5% overall a 14% reduction in car dependency.

The Travel Plan seeks to raise awareness and encourage engagement with the Travel Plan by keeping it up to date and accessible with a member of staff taking on the role of Travel Plan co-ordinator. The LPA consider that the aims of the travel plan are relatively modest, but recognises the existing high level of accessibility to the site by methods other than private transport. The LPA would expect as later phases of development and awareness of the Travel Plan is established that further reductions in car dependency would occur.

Saved Appendix 5 of the Borough Local Plan has the following standards for FE colleges: 1 space per FTE staff and additional spaces every 5 FT students. Cycle standards are 1 space per 10 FTE staff and 1 space per every 5 FT students. A present the site is overprovided with car parking and underprovided with cycling parking, a legacy of its development well before the Local Plan was adopted.

Therefore the proposed retention of car parking spaces is considered to be acceptable. With regard to cycle parking 4 staff and 80 student paces are required in accordance with the standards and the proposed 42 is therefore an under-provision. However a space earmarked for a further 40 cycle spaces is provided and this would ensure the cycle standards are met. 4 additional disabled car parking spaces would provide 13 disabled car parking spaces or 9% of the total above the 5% standard of total capacity of a car park (200 spaces or less). Accordingly it is considered that the car parking and cycle provision cycle parking provision and car parking spaces provided are adequate and accord with Policies CS2 and CS8 of the Core Strategy, Saved Policies 57-58 and 61-63 and Saved Appendix 5 of the Borough Local Plan. The LPA consider that a condition requiring implementation, maintenance and management of the Travel Plan is reasonable and proportionate requiring it to be updated annually as per its content and readily available on request to the LPA and HCC Highways.

In addition HCC Highways have requested conditions for prior approval by the LPA in consultation with themselves full details to illustrate roads, footways, and on-site water drainage, access arrangements, parking provision and turning areas, a full construction Management Plan detailing construction vehicle numbers, type, routing, traffic management requirements, construction and storage compounds, siting and details of wheel washing facilities, cleaning of site entrances, site tracks and the adjacent public highway, timing of construction activities to avoid school pick up/drop off times, the management of crossings of the public highway and other public rights of way and post-construction restoration / reinstatement of the working areas and temporary access to the public highway. These conditions are considered to be reasonable and necessary to accord with the above quoted planning policies.

Impact on Neighbours

The impact on the setting of the Grade II* Listed Building and the character and appearance of the Old Hemel Conservation Area has been dealt with above. It is considered that the design quality of proposed redevelopment will visually enhance the site having a positive impact on the neighbouring properties. The scale and bulk of the proposal is greater than existing reaching a height of up to 12 metres. However it is considered that it is of a sufficient distance away to have any meaningful impact as a consequence of its greater bulk than the existing development. The Conservation Officer has not raised objections and the retention of the mature trees on the Queensway boundary, the greater detailing provided in the amended plans of the north elevation are considered sufficient to allay any concerns and therefore the impact is considered to be preserved and enhanced in comparison with the existing development on site and upon The Bury and the Hemel Old Town Conservation Area. The impact upon the Civic Centre and the properties on the opposite side of the Marlowes is considered to be positive and as such the proposal accords with Policies CS12 and CS13 of the Core Strategy.

Sustainability and Flood Risk

In terms of energy efficiency and solar gain the proposed material of brick glass and render all are durable and can be expected to weather well. The proposal aims for a 21.1% CO2 improvement over Building Regulations Minimum (Part L), Glazing and orientation is set to maximise solar gains and set back form the river avoids overshadowing. This is augmented by the south, east and west elevations are all generously glazed with compared to the shaded north-facing elevation.

Particular attention has been paid to further reducing the need for energy mainly used for heating and cooling, the fabric and air tightness of the building have been improved beyond the Part L minimum standards. In addition further improvements are proposed such as the use of variable speed fans and pumps, low specific fan powers (SFP's) ,energy efficient heating and cooling, highly insulated domestic hot water storage vessels. The location of plant near to key usage areas to reduce delivery losses and low energy lighting. The proposals in terms of sustainability achievements is considered acceptable and in accordance with Policy CS31 of the Core Strategy.

Paragraph 100 of the NPPF stats that '*inappropriate development in areas of high risk of flooding should be avoided by directing development away from areas at highest risk but where development is necessary making it safe without increasing floor risk elsewhere'*. Policy 31 of the Core Strategy 'Water Management requires water to be retained in the natural environment as much as possible supporting measure to reinstate natural flows in the river systems and water environment. Development will be required to avoid Flood Zones 2 and 3 unless for compatible use with a FRA accompanying developments in these areas explains the sequential approach, how water run-off is minimised, secure opportunities to reduce cause and impact of flooding and avoid damage to Groundwater Source Protection Zones.

The River Gade flows, adjoining the southern boundary part open channel and partly culverted. The EA Goundwater Vulnerability map notes the site is underlain by a principal acquifier overlain by a superficial acquifier with groundwater at a depth 2.8 to 3.7m below ground level. The EA floor zone map locates the development site in Floor Zone 1: Low probability (less than 1:1000 annual probability of flooding). Parts of the

greater site are in Flood Zone 3a and 3b but not the development site so no sequential test is required.

No flooding has occurred in recent years on site or further downstream although flooding occurred at Gadebridge Park upstream of the site in March 2007, November 2012 and February 2013. The FRA concludes that there is no risk form flooding from Reservoirs, Canals and other artificial sources, flood risk form ground and surface water will be mitigated through setting finished floor levels a minimum of 0.15m above adjacent ground levels and the creation of an 8m buffer strip adjacent to the River Gade for maintenance and purposes. The buffer strip will have the dual purposes of ensuring a contiguous wildlife corridor along the eastern bank of the river Gade. In addition a surface water draining scheme has been prepared. The Environment Agency in its consultation response is satisfied that inter alia the flood risk can be contained and managed through the impositions of planning conditions requiring details for approval by the local planning authority and their implementation in line with said approvals. The Lead Flood Authority has suggested a condition which would require the required details to be submitted for approval prior to the commencement of development. The LPA is satisfied that the development accords with Policy CS31 of the Core Strategy.

Bats

A habitat survey and bat roost assessment was carried out on behalf of the applicants in October 2009 on the site. Building M and three trees were assesses as having potential to support roosting bats. A further inspection then discounted building M. Since then several buildings including M have been demolished. In April 2015 prior to the intended demolition of Blocks C K and L, the applicant commissioned a preliminary Bat Root assessment along with the 17 trees earmarked for felling as part of this development proposal. Block C will be retained until completion of the new building subject to planning permission being granted. The survey results found only one tree of the 17 to be felled suitable north of block L had moderate potential to support roosting bats. Therefore further bat investigation will be required prior to its removal. For the trees to be retained the applicant's proposed that bat boxes are installed within the site and a condition requiring plans and details submitted of were the bat boxes will be situated will be required as a condition of development along with details of bat tubes being incorporated into the fabric of the new building. Details should include how any proposed artificial lighting will impact on these avoiding the direct illumination of potential bat roosting features and thus these two conditional requirements should reasonably be linked.

Ecology in their consultation response agreed with the above and an additional informatives advising that a bat ecologist is involved with the final lighting plan to avoid potential illumination of artificial roost features, which will also be incorporated into the design and on protected species will be added as requested

Lighting

Saved Local Plan Policy 113 (Exterior Lighting) also seeks to ensure there is no adverse impact on residential amenity, visual character and natural and historic environment, with the saved Local Plan Appendix 8 providing further information on lighting and design. The exterior lighting proposed as part of the proposals consists of wall lighting, bollard lighting and bulkhead feature lighting, all of which will be at an

appropriate level to the buildings setting as well as helping to minimising crime and the Environmental Guidelines (Safety and Security) also further guides developers in creating safe and secure environments. The submitted lighting details are considered acceptable and in accordance with Saved Policy 113 of the Borough Local Plan. it is recommended to impose a condition for external lighting (and any additional details required to be submitted for approval) on site to be implemented as per the amended plans in relation to the proposed condition in the paragraph immediately above.

Noise

The applicants commissioned a baseline environmental noise survey which was undertaken between 2pm and 2pm 14-15 April 2015. Measurements of noise and sound pressures level were taken throughout at 15 minute intervals. The survey was unmanned but it was considered that the noise emission limits for three periods; daytime evening and night-time, would be achieved in line with the LPA's limit of 5db below the prevailing background noise levels records during the survey. The plant will consist of 10 condenser units and a central AHU plant on the second floor plant deck on the south-east corner of the building. The condenser units are expected to operate during daylight hours only. It is considered that a condition requiring noise emission to be 5db below the background noise levels should be imposed, subject to planning permission being granted.

Archaeology

In October 2010 Archaeological Solutions Ltd carried out an archaeological trial trench evaluation at West Hertfordshire College, Dacorum Campus, Marlowes, Hemel Hempstead, Hertfordshire, (NGR TL0548 0753). The evaluation was carried out prior to the determination of a planning application seeking demolition of the existing college buildings to enable a comprehensive redevelopment comprising educational facilities, residential and commercial buildings. The desk based assessment noted significant potential for later post-medieval and modern remains and a low potential for all other periods, although the early medieval origins of the town and a nearby Romano-British villa were also noted. The evaluation revealed a concentration of 19th – 20th century activity to the north, east and centre of the site.

The trench excavations revealed features predominately comprised 19th – 20th century walls associated with the pre-1960's site development. Trenches 2, 4 - 6 and 8 contained the majority of these features. Other features included a gully which pre-dated the walls and a Roman pottery shed. The evaluation revealed large concentrations of 19th – 20th century building remains. No earlier features were present and this is likely due to the substantial development of the site during the 19th and early 20th centuries. The cellared buildings would have substantially destroyed any underlying archaeology, if present, and the subsequent demolition, redevelopment and landscaping in the 1960's would likely have affected much of any additional surviving remains.

It is considered that the archaeological importance of the site is therefore limited and that no new finds will be likely given the recent nature of the survey referred to above. Accordingly no planning condition requiring further investigation is considered necessary.

Other Material Planning Considerations

Security and Safer Places

The submitted safer places statement advises that all connections have been considered and necessary, all routes enjoy passive surveillance and are open to a degree limiting potential hiding places, with very limited segregation of users who will have a clear line of site through the site. Secured by Design have been consulted and the scheme provides clear building lines, waste will be stored in a bin store reducing climbing and fire starting opportunities. Despite the lack of formal public space a social break out space is provided which is well overlooked by the proposed building. The demolition of three existing run-down buildings will simplify campus layout.

The revised design details have sought to avoid blank building elevations with a courtyard around the social space allowing surveillance from staff and students. Natural surveillance opportunities from Marlowes and Queensway will also be evident. The college will be used throughout the year during the days and evenings. Three types of lighting have been provided; wall mounted, bulk head lighting and bollard lighting set at a uniform level avoiding over lit areas and light pollution designed to CIBSE guidelines and co-ordinated with CCTV installations. A sense of ownership is encouraged through signage, security gates and the sites general permeability in terms of design and lack of enclosure maintained through a bespoke.

The Crime Prevention Officer has considered the proposals and has no objection to them and therefore they are considered to be acceptable.

(Construction) Waste Management

A waste management statement has been submitted as part of this planning application. The plan will be kept by the college and a hard copy will be kept on display. This will require third parties to submit waste documentation for inclusion in the plan after the said waste has been removed. Waste minimisation measures include segregation of waste on site, re-usable materials to be identified and removed for storage and resale whilst recyclable and recoverable materials to be removed from site for processing in licensed facilities. Waste record will be kept as the project progresses. It is considered reasonable that these requirements are conditioned as part of a condition requiring the submission for approval by the LPA of a comprehensive construction management plan prior to any development on site taking place.

Conclusions

The principle of redeveloping the existing college campus is established in policy terms through the adoption of the Core Strategy (2013), the Hemel Hempstead Town Centre Master Plan and is also included within the Pre-submission Site Allocations DPD. The Hemel Hempstead Place Strategy, as set out within the Core Strategy, identifies local objectives for the town centre including the delivery of a new college (paragraph 20.6), which is subsequently reflected in Core Strategy Policy CS33.

The design addresses the need to be sympathetic to the existing surrounding buildings and conservation area and is appropriate to its internal functions as well as responding directly to the aspirations of the local development plan. The amended plans address

the design concerns of the LPA and the proposed development will not adversely impact on either the setting of the Listed Buildings; The Bury and St Mary's Church nor adversely impact the character and setting of the Conservation Area. Accordingly, the proposal is considered to accord with Policy CS27 of the Core Strategy and Saved Local Plan Policies 119 and 120.

The majority of trees are retained and supplemented by new tree planting to mitigate for tree loss. The proposal is acceptable in highway terms subject to conditions regarding visibility and a road safety audit. A Travel Plan is also required.

The proposal meets energy efficiency requirements.

The EA are satisfied that there is a low risk of flooding there would be no significant impact on ecology.

RECOMMENDATION

That planning permission be **GRANTED** subject to the following 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 **The development hereby permitted shall be carried out in accordance with the following approved plans:**

ROUND INVESTIGATION REPORT
DRAINAGE STRATEGY STATEMENT
SAFER PLACES STATEMENT
SITE WASTE MANAGEMENT STATEMENT
DRAINAGE STRATEGY FINAL
ARCHAELOGICAL DESK BASED ASSESSMENT
APPENDIX J.3
APPENDIX J.2
APPENDIX J.1
TRANSPORT STATEMENT
FLOOD RISK ASSESSMENT
TRAVEL STATEMENT
ARBORICULTURAL IMPACT ASSESSMENT
DESIGN AND ACCESS STATEMENT
C-PLAN ENERGY STATEMENT
CONTRACTOR COMPOUND ASSESSMENT
NOISE IMPACT ASSESSMENT
BAT SURVEY
C-PLAN SUSTAINABILITY STATEMENT
DISABLED PARKING ASSESSMENT
ARCHEOLOGICAL TRIAL TENCH REPORT

HERITAGE STATEMENT
3D(20)02 REV 1
3D(20)03 REV 1
3D(20)04 REV 1
3D(20)05 REV 1
3D (20) 06
R-N5665/208 REV D
EL(20) 07 REV 2
EL(20) 05 REV 1
EL(20)08 REV 2
EX(90)03 REV 1
EX(90)04 REV 1
PL(20)01 REV 6
PL(20)03 REV 6
SP(20)03
PL(20)02 REV 6
PL(27)01 REV 3
PL(20)01 REV 4
PL(90)02 REV 9
SP(90)04 REV 1
SP(90)05 REV 1
SP(90)06 REV 3
SP(90)07 REV A
DT(90)01 REV 1
E500 PO1
E250 P01
EW01 P8
EW04 P3
PO1

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

3 **Other than the demolition of blocks K and L, 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 shall have been submitted to 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, to safeguard the character and appearance of the Listed Building and to ensure development is approved which is in the interests of the visual amenities of the Conservation Area in accordance with Policies CS12 and CS27 of the Dacorum Borough Core Strategy and Saved Policies 119 and 120 of the Dacorum Borough Local Plan.

4 **In addition to the Aboricultural Survey submitted, prior to the commencement of development (apart from the demolition of Blocks K and L) further details of the size, species, and positions or density of all trees to be planted, and the proposed time of planting shall be submitted and approved by the Local Planning Authority. Species**

selection should be carefully considered as the site will be well used by pedestrians; trees should not present foreseeable hazards to site users. The particular trees proposed should also be able to withstand low maintenance and reflected heat (off nearby buildings and hard surfaces).

Once approved the scheme be implemented fully in accordance with the approved plans and details unless otherwise agreed in writing 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 line with Policy CS12 of the Dacorum Borough Core Strategy and Saved Policies 99 and 100 of the Dacorum Borough Plan

5 **The trees shown for retention on the approved Drawing No. 50162 SP(90)02 Rev 10 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 in accordance with Saved Policies 99 and 100 of the Dacorum Local Plan

6 **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 are to have been completed prior to occupation and shall include:**

- **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;**
- **car parking layouts and other vehicle and pedestrian access and circulation areas;**
- **minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc);**
- **proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc, indicating lines, manholes, supports etc);**
- **retained historic landscape features and proposals for restoration, where relevant.**

Reason: To ensure a satisfactory appearance to the development and to

safeguard the visual character of the immediate area in line with Policy CS12 and Saved Policies 10 99 and 100 of the Dacorum Borough Local Plan.

7 **Notwithstanding the details submitted for the temporary car park and prior to occupation of the site, 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:**

- **hard surfacing materials;**
- **means of enclosure;**
- **natural vegetation and planting (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;**
- **full details including elevational details of cycle parking**
- **full details including elevation details of refuse storage**
- **proposed finished levels or contours;**
- **any other minor details**

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

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

8 **Apart from the demolition of Blocks K and L, prior to commencement of the development, the applicant shall submit a Construction Management Plan to the Local Planning Authority for approval in writing. The Construction Management Plan shall include details of:**

1. Construction vehicle numbers, type, routing;
2. Traffic management requirements;
3. Construction and storage compounds (including areas designated for car parking);
4. Siting and details of wheel washing facilities;
5. Cleaning of site entrances, site tracks and the adjacent public highway;
6. Timing of construction activities to avoid school pick up/drop off times;
7. The management of crossings of the public highway and other public rights of way; and
8. Post construction restoration / reinstatement of the working areas and temporary access to the public highway.

The above approved Construction Management Plan to be implemented in full unless otherwise approved in writing by the Local Planning Authority

Reason: In the interests of maintaining highway efficiency and safety and mitigating any potential problems arising from the Construction phase of the approved development in accordance with Policy CS29 of the Core Strategy and Saved Policies 54 and 55 of the Dacorum Borough Local Plan

9 **No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.**

Reason: To ensure that the undertaking of the approved development does not adversely impact on underground sewerage utility infrastructure in accordance with Policy CS31 of Dacorum Borough Core Strategy.

10 **That apart from the demolition of Blocks K and L, prior to the commencement of development a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.**

Reason: To prevent sewage flooding in accordance with Policy CS31 of the Dacorum Borough Core Strategy

11 **Nothwithstanding the information provided and apart from the demolition of Blocks K and L, no development shall commence on site until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the critical storm event will not exceed the run-off from the undeveloped site following the corresponding rainfall event and provide pre-development greenfield run-off rates where possible. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.**

The scheme shall also include:

1. Detailed pre and post development surface water run-off rate calculations for all rainfall events up to and including the 1 in 100 year + climate change event.
2. Detailed pre and post development surface water volume calculations for all rainfall events up to and including the 1 in 100 year + climate change event.

3. Surface water calculations including all impermeable and permeable areas to provide a total volume and surface water run-off rates
4. Provide betterment by achieving greenfield run-off rates
5. Provide a sustainable drainage system prioritising above ground methods such as ponds, swales etc.
6. Provide source control measures such as permeable paving, infiltration trenches to ensure surface water run-off from the proposed car parking and roads can be treated in a sustainable manner and reduce the requirement for maintenance of underground features.
7. Final detailed drainage strategy including a detailed drainage which sets out the final development layout.
8. Details of the proposed informal surface water flooding including the return rainfall event it will flood, the location it will flood and expected depths of flooding.
9. Full details demonstrating how the development will utilise sustainable urban drainage systems (SUDS) or reason given as to why there are practical reasons for not doing so. Details should include the aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:

(i) store rainwater for later use
(ii) 2 use infiltration techniques, such as porous surfaces in non-clay areas
(iii) attenuate rainwater in ponds or open water features for gradual release
(iv) attenuate rainwater by storing in tanks or sealed water features for gradual release
(v) discharge rainwater direct to a watercourse 6 discharge rainwater to a surface water sewer/drain

Reason: In the interests of sustainable development in accordance with Policies CS29 and CS31 of the Dacorum Borough Core Strategy.

12 **Apart from the demolition of Blocks K and L, no development shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:**

1) A site investigation scheme, based on the Report on Ground Investigation (Applied Geology Limited, Report number: AG2233-15-V83, dated May 2015), to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation

strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To protect groundwater in line with your policies CS31 and CS32 of the Dacorum Borough Core Strategy

13 **No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.**

Reason: To protect groundwater in line with Policies CS31 and CS32 of the Dacorum Borough Core Strategy

14 **No infiltration of surface water drainage into the ground is 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 controlled waters. The development shall be carried out in accordance with the approval details.**

Reason: To protect groundwater in line with Policies CS31 and CS32 of the Dacorum Borough Core Strategy

15 **If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.**

Reason: To protect groundwater in line with Policy CS31 and CS32 of the Dacorum Borough Core Strategy

16 **That prior to the removal of Tree ref (T7) as shown on the approved plans, an intrusive inspection of this tree by a bat ecologist shall be undertaken and the findings made available to the Local Planning**

Authority upon request

Reason: In the interests of good ecological practice.

17 **Notwithstanding the details of artificial lighting submitted with the approved development, the applicant must prior to occupation on site submit details for approval by the local planning authority which demonstrate how the proposed lighting plan does not adversely impact on the installation of bat and bird boxes especially the avoidance of potential illumination of artificial roost features, which will also be incorporated into the design. The details should also indicate the provision of directional hoods fixed in the horizontal position to minimise light spill and direct light away from boundary vegetation to ensure dark corridors remain for use by wildlife as well as directing lighting away from potential roost / nesting sites. The details shall be implemented as approved and retained thereafter.**

Reason: To ensure the development by being properly externally illuminated does not adversely impact on protected wildlife in accordance with Policy C26 of the Dacorum Borough Core Strategy and Saved Policy 113 of the Dacorum Borough Local Plan

18 **Notwithstanding the details submitted in relation to the approved development, full details of location of bird and bat boxes shall be submitted to the local planning authority prior to first occupation of the site and implemented as approved and retained thereafter**

Reason: To ensure that development accord with Policy CS26 of the Dacorum Borough Core Strategy

19 **Notwithstanding any details already submitted (and apart from the demolition of blocks K and L) prior to the commencement of the development hereby permitted full details (in the form of scaled plans and / or written specifications) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority to illustrate the following:**

a)
i) Roads, footways, and on-site water drainage,
ii) Access arrangements in accordance with those shown in principle on approved plan 50162 SP(90)02 revision 9,
iii) Parking provision in accordance with adopted standard and
iv) Turning areas.

b)
A Stage 2 Road Safety Audit for the proposed highway improvements and access junction shall be completed and submitted to and for approval by Hertfordshire County Council.

Reason: In the interests of highway safety and proper planning and development in accordance with Policy CS8, and Saved Policies 54, 55, 61,

62 and 63 of the Saved Dacorum Borough Local Plan.

20 **That the submitted Travel Plan by implemented and maintained in full, be updated on an annual basis as per its content and readily available for inspection by both the LPA and Hertfordshire County Council**

Reason: In the interests of sustainable transport planning in accordance with Policy CS8 of the Dacorum Borough Core Strategy

21 **Noise emissions from plant on site shall be at all times 5db below the background noise levels**

Reason: In the interests of neighbourhood amenity in accordance with Policy CS32 of the Dacorum Borough Core Strategy.

22 **Prior to first occupation of the development hereby permitted a visibility splay measuring 2.4 x 43 metres shall be provided to each side of the access where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.**

Reason: In the interests of highway safety in accordance with Policy CS8 of the Dacorum Borough Strategy and Saved Policies 54 and 55 of the Dacorum Local Plan.

23 **That petrol / oil interceptors be fitted for in all car parking/washing/repair facilities and retained thereafter**

Reason: To prevent oil-polluted discharges entering local watercourses in accordance with Policy CS31 of the Core Strategy

24 **That the finished floor levels of the blocks hereby approved to be a minimum of 0.15m above adjacent ground le**vels

Reason: To minimise the potential damage should surface water flooding occur in accordance with Policy CS31 of the Core Strategy

Informatives

1. Ecology

It is possible that bats may be using areas of the site.

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).

If bats or evidence of them are found to be present a licence will be required before

any relevant works can be undertaken and this will involve preparation of a Method Statement to demonstrate how bats can be accommodated within the development.

In the event of bats being found, work should stop immediately. Because bats are a European Protected Species, English Nature should be kept informed of the whole process.

Contacts:

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

It is possible that badgers may have setts within the site.

If badger setts are identified a licence from English Nature may be required for:

- Using heavy machinery (e.g. tracked vehicles) within 30 metres of an entrance to an active sett.
- Using lighter machinery (e.g. wheeled vehicles) and digging within 20m of an active sett.
- Light work (e.g. hand digging or scrub clearance) within 10m of an active sett.

2. The applicant is advised that there are public sewers crossing this site, therefore no building will be permitted within 3 metres of the sewers without Thames Water's approval. Should you require a building over application form or other information relating to your building/development work please contact Thames Water on 0845 850 2777.

3. Water

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of this minimum pressure in the design of the proposed development. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any

discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality

Contamination

When dealing with contamination on site we recommend that developers:
Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination.
Refer to our Guiding Principles for Land Contamination for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
Refer to www.gov.uk for more information and, in particular, the Planning and Land Contamination resource pages at https://www.gov.uk/contaminated-land

Refer to Groundwater Protection Principles and Practice (GP3). This can be viewed at https://www.gov.uk/government/publications/groundwater-protection-principles-and-practice-gp3

The verification report should be undertaken in accordance with in our guidance 'Verification of Remediation of Land Contamination'. This can be found at https://www.gov.uk/government/publications/verification-of-remediation-of-land-contamination

4. Bat Roosts and Lighting

It is advised that a bat ecologist is involved with the final lighting plan to avoid potential illumination of artificial roost features, which will also be incorporated into the design.

5. Highways Act 1980

(i) Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the constructed of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website http://www.hertsdirect.org/services/transtreets/highways or by telephoning 03001234047

(ii) Where works are required within the public highway to facilitate the new vehicle access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to Hertfordshire County Council Highways team to obtain their permission and requirements. Their address is County Hall, Pegs Lane, Hertford, Hertfordshire, SG13 8DN. Their telephone number is 03001234047.

(iii) 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 http://www.hertsdirect.org/services/transtreets/highways/ or by telephoning 0300 1234047.

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.hertsdirect.org/services/transtreets/highways