

**4/01845/17/MFA - DEMOLITION OF FOUR EXISTING DWELLINGS. REDEVELOPMENT TO FORM 40 UNITS OF RETIREMENT LIVING (CATEGORY II SHELTERED HOUSING) APARTMENTS FOR THE ELDERLY WITH ASSOCIATED COMMUNAL FACILITIES, PARKING AND LANDSCAPING.**

**27-33 HEMPSTEAD ROAD, KINGS LANGLEY.**

**APPLICANT: McCarthy & Stone Lifestyles Ltd.**

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[Case Officer - Rachel Marber]

## **Summary**

### **The application is recommended for approval**

The application seeks planning permission for the demolition of four existing dwellings and construction of a 40 unit retirement block. The principle of residential development in this location is considered acceptable as it comprises redevelopment of a brownfield site within a sustainable location and it would make a valuable contribution towards the Borough's housing stock. In addition, the proposal would not result in detrimental impact to the visual amenity of the street scene, adjoining conservation area or have an undue impact to the adjacent listed building. Further, the proposal is also considered acceptable in terms of residential amenity of the neighbouring residents, highway safety and parking provision. The proposed development therefore complies with the National Planning Policy Framework (2012), Policies NP1, CS1, CS2, CS4, CS8, CS11, CS12, CS17, CS19, CS26 and CS29 of the Core Strategy (2013), Saved Policies 10, 18, 21, 58, 97, 99, 100, 118 and Appendices 3 and 5 of the Local Plan (2004).

## **Site Description**

The application site is situated on the west side of Hempstead Road, Kings Langley and currently comprises Nos. 27-33 which are large detached dwellings situated on generous plots, totalling 0.52 h/a in size. The properties on the western side of Hempstead Road are predominately characterised by detached and semi-detached properties with generous front build lines and heavy landscaping to screen the properties from the street scene. Immediately north of the site resides Kings Langley Methodist Church which creates a transition from residential dwellings to institutional and commercial units. Adjoining the site to the south west reside two Grade II Listed Buildings, Pound Cottage and Vine Cottage.

## **Proposal**

Planning Permission is sought for the demolition of the existing four detached dwellings and construction of 40 unit retirement apartments.

The unit mix comprises 20 x 1 bed flats and 20 x 2 bed.

Facilities include a guest suite at second floor level and a club lounge, office at ground floor and a mobility scooter store.

29 parking spaces are proposed to serve the development.

## **Referral to Committee**

The application is referred to the Development Control Committee due to contrary views of

Kings Langley Parish Council.

## **Planning History**

No Relevant History (extensions to existing properties)

## **Policies**

### National Policy Guidance (2012)

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

### Adopted Core Strategy (2013)

Policy NP1- Supporting Development  
CS1 - Distribution of Development  
CS2 - Selection of Development Sites  
CS4 - The Towns and Large Villages  
CS8 - Sustainable Transport  
CS11 - Quality of Neighbourhood Design  
CS12 - Quality of Site Design  
CS17- New Homes  
CS19 - Affordable Housing  
CS26 - Green Infrastructure  
CS29- Sustainable Design and Construction

### Saved Policies of the Dacorum Borough Local Plan (2004)

Policy 10 – Optimising the Use of Urban Land  
Policy 18- The Size of New Dwellings  
Policy 21 – Density of Residential Development  
Policy 57 - Provision and Management of Parking  
Policy 58 - Private Parking Provision  
Policy 62 – Cyclists  
Policy 99 – Preservation of Trees, Hedgerows and Woodlands  
Policy 100- Tree and Woodland Planting  
Policy 111 – Height of Buildings  
Appendix 3- Gardens and Amenity Space  
Appendix 5- Parking Provision

### Supplementary Planning Guidance / Documents (2004)

Area Based Policies (May 2004)  
Accessibility Zones for the Application of Car Parking Standards (July 2002)  
Planning Obligations (April 2011)  
Affordable Housing (Jan 2013)

## **Constraints**

Residential area of Kings Langley

Adjacent to Tree Preservation Orders

Near Open Land and Wildlife Site

Near Kings Langley conservation area

Grade II Listed dwelling- Vine Cottage, The Common

Grade II Listed dwelling- Pound Cottage, The Common

Close to Kings Langley local centre

## **Summary of Representations**

### **Comments received from consultees:**

#### Contaminated Land

A review of the application documents indicate that a Phase I Desk Study has not been submitted. This can be requested via condition should planning permission be granted.

With regards to the current proposed development, where possible, I recommend the incorporation of good design principles and best practice measures as detailed in Chapter 5 of the following industry guidance document entitled 'EPUK & IAQM Land-Use Planning & Development Control: Planning For Air Quality - January 2017' to minimise emissions.

#### Affinity Water

You should be aware that the proposed development site is located close to or within an Environment Agency defined groundwater Source Protection Zone (GPZ) corresponding to Hunton Bridge Pumping Station. The construction works and operation of the proposed development site should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk.

#### Lead Local Flood Authority

Thank you for re-consulting us on the above application for the redevelopment to form 40 units of retirement living (category II sheltered housing) apartments for the elderly with associated communal facilities, parking and landscaping.

We have analysed the following documents provided in support to this planning application:

- Flood Risk Assessment and Surface Water Drainage Strategy, Reference IDL/846 Rev B, produced by iD Ltd Infrastructures Design Limited, including
- Soakaway Assessment Report, Reference CCL02914.CF32, dated October 2017, produced by Crossfield Consulting, Geotechnical Environmental

The drainage strategy is based on attenuation and shallow infiltration by using a cellular soakaway.

The car parking area will include permeable paving which will be connected to the soakaway. This will function as treatment train before the surface water from these areas reaches the

soakaway tank and infiltrate.

The proposed drainage strategy will provide a betterment to the existing situation as the surface water currently discharges into public combined sewer network.

We therefore recommend the following condition to the LPA should planning permission be granted. LLFA position Condition 9 attached to the grant recommendation.

#### Strategic Housing

To meet the affordable housing policy requirements 35% of the dwellings (14 units) should be agreed for affordable housing. We would specify that the tenure mix of the affordable housing provision is 75% affordable rented and 25% shared ownership in line with our Affordable housing SPD.

However, given the nature of the development as sheltered housing, it may not be feasible to provide on-site provision.

#### Herts and Middlesex Wildlife Trust

We are happy to withdraw our objection on the basis of the information supplied, provided that the recommendations are implemented by the development. I would advise that the recommendations that have been proposed are conditioned in any planning decision. I would also advise that the position of the proposed cavity boxes – which are integrated into the brickwork of the building – need to be marked on plans in order to discharge the condition.

#### Herts Property Services

Herts Property Services do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within Dacorum's CIL Zone 2 and does not fall within any of the CIL Reg123 exclusions.

#### Herts Fire and Rescue

Based on the information provided to date we would seek the provision of fire hydrant(s), as set out within HCC's Planning Obligations Toolkit.

#### Kings Langley Parish Council

### **Objection**

- The proposal would be higher than the existing buildings, and would be visible and have a detrimental impact on the Conservation Area to the rear.
- The proposal would involve an increase in the amount of traffic movements on a busy road with a history of fatal RTIs. The applicant's claim that the type of accommodation would not require as much parking, meanwhile, is incompatible with the goal of providing independent living for pensioners.
- The council supports other objections which have referred to the impact on the character of the village, as there is no other residential accommodation in the village of this type and size. The proposal would therefore be out of keeping with the rest of the

village, and is incompatible with the setting of a village.

#### Environmental Health

On purely environmental health grounds I can see no reason to object or raise any issues with this proposal.

#### Herts Archaeology

The proposed development is located circa 100m north of Area of Archaeological Significance no. 42, as identified in the Local Plan. This covers the historic core of King's Langley, which has medieval origins.

While the proposed development is slightly outside the medieval core of the town, it will involve substantial ground disturbance and landscaping over a comparatively large area. The wider surrounding area does contain a considerable number of prehistoric, Roman and medieval archaeological sites.

I believe therefore that the proposed development is such that it should be regarded as likely to have an impact on heritage assets of archaeological interest and I recommend that the following conditions be attached (conditions 7 and 8).

#### Thames Water

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

#### Herts Ecology

Historically the site was open ground and in the 1920s were allotment gardens although by 1938 development had begun. This indicates there is nothing of long standing ecological significance on the site.

A preliminary ecological appraisal has been undertaken. This identified no habitats of any significant ecological interest, although together I consider the trees and shrubs do provide an ecological resource at the site level. In this context the large apple trees are of some site value for their blossom, fruiting and cultural value reflecting the historic horticultural use of the site. However the site was never mapped as an orchard.

Any vegetation loss which could affect nesting birds should be addressed as recommended, namely it be undertaken outside of the breeding season (March – August inc.) or if unavoidable, not without a prior check by a suitably experienced ecologist. This should be advised as an Informative if approved.

If approved, I consider a formal landscaping /ecology scheme and management plan should be provided as a Condition of Approval to provide guidance for the creation and management of the open grounds around the buildings.

I have no reason to believe there are any other ecological constraints associated with the

proposals.

### Clean, Safe and Green

The waste storage area should be large enough to house 10 x 1100ltr Eurobins and 5 x140ltr wheeled bins. The route should be as short as possible and there should be no steps between the storage area and the collection vehicle.

### HCC Highways

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

Decision Hertfordshire County Council (HCC) as Highway Authority does not wish to raise an objection to the proposed development, subject to the following conditions.

Condition 1: Construction Traffic Management Plan Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

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

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

Condition 2: Travel Plan Prior to the first occupation of the development hereby permitted an Interim Travel Plan shall be submitted, approved and signed off by the Local Planning Authority, such a Travel Plan shall accord with Hertfordshire County Council document 'Hertfordshire's Travel Plan Guidance for Business and Residential Development'

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

Condition 3: Implementation of Travel Plan No part of the development hereby permitted shall be occupied prior to implementation of the Interim Travel Plan referred to in Condition 2. During the first year of occupation an approved Full Travel Plan based on the Interim Travel Plan referred to in Condition 2 shall be submitted to and approved in writing by the Local Planning Authority. The approved Full Travel Plan shall be implemented in accordance with the

timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning as part of the annual review.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

#### Condition 4: Gradient

The gradient of any vehicular access shall not exceed 1:20 for the first 5 metres into the site, as measured from the near channel edge of the adjacent carriageway.

Reason: In the interests of the safety of persons using the access and users of the highway.

#### Condition 6: Car Parking Management Plan

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

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

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

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

S106 Agreement A Travel Plan for the residential and commercial developments, consisting of a written agreement with the County Council setting out a scheme to encourage, regulate, and promote green travel measures for owners, occupiers, and visitors to the Development in accordance with the provisions of the County Council's 'Travel Plan Guidance for Business and Residential Development', which is subject to a sum of £6,000 towards the County Council's costs of administrating and monitoring the objectives of the Travel Plan Statement and engaging in any Travel Plan Review.

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment.

Description of the Proposal The proposal is for the demolition of four existing dwellings at Hempstead Road and the redevelopment of the land to form 40 units of retirement living apartments on Hempstead Road, Kings Langley. The development will consist of associated community facilities and landscaping. 30 car parking spaces will be provided for the units. The applicant has since provided amended drawings which demonstrate that 29 car parking spaces would be provided for the development.

**Site Description** The site is currently occupied by four residential dwellings, each with access from Hempstead Road. The site is situated approximately 100 metres north of Kings Langley Village and 5km south of Hemel Hempstead. The site is bordered by Kings Langley Methodist Church and residential developments to the south and west. Hempstead Road borders the site to the east.

**Analysis** The applicant has provided a Transport Statement (TS) and a Design and Access Statement (DAS) as part of the application. Associated drawings and images have also been provided.

**Policy** The applicant has not provided evidence that relevant policy documents have been considered in the TS.

**Transport Statement** A Transport Statement (TS) has been provided as part of the application to support the proposed development.

### Trip Generation

**Existing Trip Generation** The TRICS 7.4.1 database has been interrogated in the TS to establish the trips generated by the existing dwellings. The parameters used were:

- Residential – ‘Houses Privately Owned’
- Sites in England and Wales (excluding Greater London)
- 6-10 Dwellings
- Weekday surveys only
- ‘Edge of Town’ ‘Suburban’ locations

The results of TRICS assessment are demonstrated below:

- Trip Rate per Dwelling: AM Peak (08:00 – 09:00) – 0.476 PM Peak (17:00 – 18:00) – 0.69
- Total Daily Trips - 5.022
- Trip Generation (4 Dwellings): AM Peak – 2 PM Peak – 3 Total Daily Trips – 20

**Proposed Trip Generation** The TRICS database has been interrogated in the TS to establish the likely number of trips generated by the proposed database. The parameter used were:

- ‘Residential’ – ‘Retirement Flats’
- Sites in England and Wales (Excluding Greater London)
- 28-75 Dwellings
- Weekday surveys only
- ‘Edge of Town’ ‘Suburban’ locations

The parameter ‘Retirement Flats’ was used as it is considered by the applicant to be the closest approximation to Retirement Living developments. This is considered acceptable.

The applicant has also considered the likely trips generated by the proposed development on the basis of traffic surveys carried out at existing McCarthy & Stone Retirement Living developments.

The number of anticipated trips at the proposed development are shown below:

- Trip Rate per retirement flat (TRICS): AM Peak (08:00 – 09:00) – 0.182 PM Peak (17:00 – 18:00) – 0.119 Daily Trips – 2.155
- Trip Generation (40 Retirement flats, TRICS): AM Peak – 7 PM Peak – 5 Total Daily Trips – 86

- Trip Rate per retirement flat (Traffic Surveys): AM Peak – 0.060 PM Peak – 0.078 Daily Trips – 1.55
- Trip Generation (40 Retirement flats, Traffic Surveys): AM Peak – 2 PM Peak – 3 Daily Trips - 62

Net Trip Generation A comparison between the existing and proposed trips has been undertaken in the TS, to understand the likely vehicular traffic impact of the proposed development. The net difference in trips is shown below:

- Net Difference (TRICS): AM Peak - +5 PM Peak - +2 Daily Trips - +66
- Net Difference (Traffic Surveys): AM Peak – 0 PM Peak – 0 Daily Trips - +42

Considering the worst case scenario trips from the TRICS database the proposed development is anticipated to generate just five more trips in the AM Peak and two more trips in the AM Peak.

The applicant also claims that the addition of 66 trips is negligible and will not have a significant impact on the surrounding highway network. This is considered acceptable by HCC.

Trip Distribution Trip distribution has not been included in the TS. Due to the small amount of additional trips generated in the AM and PM peak, this is considered acceptable. Road Safety The applicant has included the analysis of personal injury accident data in the TA. This analysis has been based off of 'CrashMap', considering the five year period of January 2012 to December 2016. PIA data should be obtained from HCC, however due to the small number of accidents and the disparity of the accident locations the use of 'CrashMap' is considered acceptable.

The scope of the study area covers Hempstead Road in the vicinity of the site, including junctions with Vicarage Lane, The Nap, Common Lane, Rectory Lane and access points to Kings Langley Methodist Church and Premier Inn Kings Langley.

A total of five accidents have been recorded in the study area in the five year timeframe. Four of the accidents recorded were slight in severity while one was fatal.

The 'Crashmap' incident report for the fatal crash has been provided in the TS which shows that the accident was not associated with the highway conditions.

The applicant claims the PIA data shows that there is not any specific highway safety concerns for future use. This conclusion is acceptable due to the small number of accidents in the vicinity of the site.

Highway Layout Access Arrangements The development will accessed via a vehicular access point onto Hempstead Road. The access will be in the form of a bellmouth junction, leading onto a 6m wide internal access road.

Swept paths and visibility splays measured a 2.4m x 43m have been provided to show the suitability of the junction and internal road.

The junction had been designed in a way so that the trees adjacent to the site can be retained

without impacting on visibility. Hempstead Road is also subject to parking restrictions directly outside the proposed access meaning visibility will not be impacted on by parked cars between 8am and 6pm.

Existing vehicular crossovers will be closed off and reinstated as footways.

**Refuse and Servicing Arrangements** It is proposed that all servicing will take place within the site boundary to minimise the impact on the local highway network. Swept paths have been provided to show that refuse and servicing vehicles are able to enter the site, before turning around and exiting in a forward gear.

## Parking

The original proposals had proposed the provision of 30 car parking spaces. According to the 'Dacorum Borough Council's Supplementary Planning Guidance (2004)'. A total of 1.75 spaces should be provided per retirement unit, this includes 0.25 visitor spaces per unit. This would result in a requirement for a maximum of 70 parking spaces to be provided at the site and a minimum of 53 parking spaces based on the minimum requirement of 75% of the maximum standards. The original proposals of 30 car parking spaces represented a shortfall of 23 car parking spaces at the site.

Amended layout drawings have been provided by the applicant that show that a total of 29 parking spaces is now proposed at the development. The provision of 29 spaces is one space fewer than the original proposals and represents a minimum shortfall of 24 car parking spaces at the site.

McCarthy and Stone have also undertaken independent research into parking provision. This is due to residents of McCarthy & Stone homes being encouraged to live an independent lifestyle, resulting in parking demand not correlating with traditional retirement dwellings. The research suggests that an average of 0.55 parking spaces are provided per dwelling at McCarthy & Stone developments. According to the research done by McCarthy & Stone, 22 parking spaces would be suitable for the proposed development.

The surveys conducted suggest that 22 parking spaces would be suitable for the proposed development. However, there are concerns of displacement of parking onto the local highway network as the highway is not subject to parking restrictions. HCC would therefore recommend a Car Parking Management Plan to demonstrate how the applicant will ensure that displacement onto the local highway does not occur as a consequence of the proposed development.

However, it is ultimately the decision of the LPA to determine the suitability of parking provisions.

## Local Parking Availability

Despite not anticipating any overspill onto the local highway network, given local concerns parking surveys of the local road network were undertaken to determine whether there is sufficient capacity to accommodate any overspill parking.

Parking surveys were undertaken in accordance with the Lambeth Methodology on Saturday 1st July at 13:30 and Tuesday 4th July at 00:30 and 14:00. The surveyed roads were roads within a 200m walking distance of the site, which included:

- Hempstead Road • Rectory Lane • Gade Valley Close • Common Lane

The results of the parking survey are shown in the below.

- Hempstead Road – Parking Capacity – 18 Spaces Occupied – Saturday 13:30 – 0 Tuesday 13:30 – 0 Tuesday 14:00 – 0 Minimum Availability – 18
- Rectory Lane – Parking Capacity – 18 Spaces Occupied – Saturday 13:30 – 7 Tuesday 13:30 – 10 Tuesday 14:00 – 6 Minimum Availability – 8
- Hempstead Road (Spur) – Parking Capacity – 11 Spaces Occupied – Saturday 13:30 – 7 Tuesday 13:30 – 9 Tuesday 14:00 – 7 Minimum Availability – 2
- Glade Valley Close - Parking Capacity – 8 Spaces Occupied – Saturday 13:30 – 1 Tuesday 13:30 – 2 Tuesday 14:00 – 2 Minimum Availability – 6
- Total - Parking Capacity – 55 Spaces Occupied – Saturday 13:30 – 15 Tuesday 13:30 – 21 Tuesday 14:00 – 15 Minimum Availability – 34

It is anticipated that there will be no overspill from the development onto the public highway, however the parking survey shows that there is sufficient space for vehicles to park on the surrounding highway. The survey does also not include the areas of Hempstead Road with parking restriction on during the day, meaning that there is the capacity for an additional 51 spaces on the carriageway, further to those included in the parking surveys. As previously stated, a Car Parking Management Plan will be required to discourage parking on-street.

#### Disabled Parking

No information has been provided on the provision of disabled parking spaces at the proposed development. According to standards set out in the 'Dacorum Borough Council's Supplementary Planning Guidance (2004)' one disabled space should be provided for every 4 spaces. As it is proposed that 30 spaces are provided at the development 8 disabled spaces should be provided at the development. However, it is ultimately the decision of the LPA to determine the ultimately of parking standards.

#### Car Parking Layout

All parking spaces will be provided with geometries of 2.4m x 4.8m in line with Manual for Streets (MfS) guidance. Drawings have also been provided of the layout including swept paths to show vehicles can navigate the car park with minimal manoeuvres and that two cars are able to pass side by side.

Amended plans have been provided by the applicant that show slight changes to the car parking layout. These changes include the removal of one car parking space and provision of verges in lieu of this space. These changes are considered minor and are not considered to have a detrimental impact on the accessibility of the car park. The swept paths previously provided by the applicant are still considered appropriate to demonstrate that the proposed layout is functional and safe for its intended use.

#### Cycle Parking

It is proposed cycles will be accommodated within the mobility scooter store within the building. The capacity of the mobility scooter store is not specified in the TS. According to standards in the 'Dacorum Borough Council's Supplementary Planning Guidance (2004)' one short term parking space should be provided for every three units and one long term parking spaces for every five units. The proposed cycle parking provision at the proposed development is not in line with these standards. Previous pre application advice has also identified that the proposed cycle parking provision is below standards, however it is ultimately the decision of the LPA to determine the suitability of cycle parking provision.

The independent research undertaken by McCarthy & Stone indicates that for their developments the cycle ownership rate is approximately 0.0289 cycles per apartment. The cycle ownership rate equates to approximately 1 cycle for every 35 apartments. It is ultimately the decision of the LPA whether to take this into consideration when determining the suitability of cycle parking provision.

### Accessibility

#### Bus Services

The closest bus stops to the site are situated approximately 160-300 metres north of the site. The northbound stop comprises of a single pole and timetable while the southbound stop comprises of a sheltered seating area. The stops are served by the 318 bus from Hemel Hempstead to Watford and the 500 service from Aylesbury to Hemel Hempstead and continuing to Watford.

#### Rail Service

Kings Langley Railway Station is situated 1.7km east of the site. The station provides direct access to Tring, Milton Keynes and London Euston. Trains to Tring and Milton Keynes typically operate at two trains per hour, while trains to Milton Keynes typically operate once per hour.

#### Walking

Footways are provided on both side of the carriageway, providing a safe and direct route to the village centre. A number of amenities are available in the village centre including a post office, convenience store, doctors, dentist and pharmacy.

A signalised pedestrian crossing supported by dropped kerbs and tactile paving is in operation on Hempstead Road in the village centre, approximately 200m south of the site.

The site is also in close proximity of a number of Public Rights of Way (PRoW).

#### Travel Plan

A Travel Plan (TP) will be required to encourage sustainable transport modes and to reduce the reliance on private vehicles to ensure minimal impact to the highway safety and function as a consequence of the development.

The TP should be drawn up in accordance with the County Council's document 'Hertfordshire's

Travel Plan Guidance for Business and Residential Development' as set out at <https://www.hertfordshire.gov.uk/media-library/documents/highways/development-management/travel-plan-guidance.pdf>

### Road Safety Audit

A Stage 1 Road Safety Audit will be required as new access arrangements are proposed to illustrate that the new access arrangements are safe and appropriate. Any Road Safety Audit should also consider the road network through the site as well due to the interactions with pedestrians.

### Construction

No construction logistics, or construction traffic management plan has been provided. This is required to ensure construction vehicles will not have a detrimental impact on the vicinity of the site. The construction Traffic Management Plan should include details of: - Construction vehicle numbers, type, routing; - Traffic management requirements; - Construction and storage compounds (including areas designated for car parking); - Siting and details of wheel washing facilities; - Cleaning of site entrances, site tracks and the adjacent public highways; - Timing of construction activities, site tracks and the adjacent public highway; - Provision of sufficient on-site parking prior to commencement of construction activities; - Post construction restoration/reinstatement of the working areas and temporary access to the public highway.

Summary HCC as highway authority has reviewed the application submission and does not wish to raise objection to the proposed development, subject to suitable conditions.

### Environment Agency

Thank you for the soak away assessment report (Crossfield consulting) which we received on the 31 October. As deep borehole soakaways are no longer being proposed we are now in a position to remove our objection and have no further comments to make.

### Secured by Design

I would obviously be keen to see any development built to the physical security standards of Secured by Design which is the police approved minimum security standard, as this will reduce the potential for burglary by 50% to 75% and therefore demand on the Police as well as achieving ADQ.

For this site the physical requirements would be:

- a. Communal entrance doors to blocks of flats:
- b. Individual Flat Entrance doors:
- c. Ground level exterior windows or windows at other levels that are easily accessible:
- d. Access control standard for flats is: More than 10 flats sharing a communal entrance then audible and visual access control is required at the pedestrian entrances to the block.
- e. Mobility Store and Bin Store external doors:

## DBC conservation

The proposal involves the demolition of the existing properties and creation of the nursing home. As noted above the existing houses have some merit but could not be considered non designated heritage assets. The demolition would not have a detrimental impact on the conservation area. Therefore this element of the proposal would be acceptable.

The proposed development has been redesigned a number of times during the application. It now better reflects the wider character with more emphasis on the 4 dwellings of the proposed design with the link elements set back from the frontage. It could however be enhanced with a deeper set back to more fully emphasis the change between the "house" elements and the link behind. The use of a variety of materials including brickwork, render and applied timber framing below clay tiled roofs would be an acceptable design solution. It would not stand out within the street scene, is in the building line of the existing properties and set back from the interesting post war church. We would also welcome the retention of the planting to the road side to limit any impact.

The building extends substantially at the rear towards the conservation area and the adjacent listed buildings. The site and its open space would have some impact on the immediate setting of these heritage assets. The main perception when viewed from the surrounding area is that of openness particularly when viewed across the common. The sloping topography of the site and lower ridge height of the proposed building would ensure that it does not detrimentally impact upon these longer views or the significance of the heritage asset. It would sit subserviently in relation to the assets with the main impact being the views of the roof tiles. Provided that these are a high quality clay tile sympathetic with the surrounding area any impact on views and the setting would be relatively minimal.

However given that there would be a change from the relatively open space of the gardens to that of a developed site within the village and from some points it may be visible between the assets it would be considered that there would be an impact on the setting of the buildings and the conservation area as the open space would be reduced increasing the sense of enclosure. We believe that as the site makes a contribution that this change would cause harm. This impact would not impact upon the fabric and therefore would be less than substantial.

Given that there would be an impact paragraph 134 of the Framework of the framework should be engaged. The harm to the designated heritage assets would be less than substantial and should be weighed against the public benefits. The harm caused would be at a minor/ low level due to the topography, proximity of the proposals and the design and detailing. This would need to be given the appropriate weight as part of the final consideration on the acceptability of the scheme or not.

Recommendation we would not object to the proposed scheme however it could be enhanced by having a greater set back to the link elements to the roadside. The harm should be weighed against the public benefits of the scheme having special regard to the protection of the historic buildings. To ensure that it is built to a high standard to reflect the character of the nearby conservation area and listed buildings we would recommend that sample panels be erected on site to agree brick, brick bond (not stretcher bond) mortar, tiles, render colour. It would also be recommended that joinery details and finish, rainwater goods, eaves and chimney details and

landscaping materials and detailing be subject to approval.

**Comments received from local residents:**

**18 Letters in Support** from local residents as summarised

- Development located on brownfield land therefore no open, green space would be lost;
- Aging population in Kings Langley;
- Close to village centre;
- Public transportation around site is good;
- Flats will free up houses in Kings Langley through people downsizing
- Support local services and shops;
- Build of development will be of high standard and in-keeping with local area;
- Proposal would not result in an increase in accidents or traffic; and
- Development would not threaten wildlife.

**90 Letters in Objection** Received from local residents as summarised

- Detrimental to character and appearance of conservation area due to height and scale of development;
- Density of proposal;
- Nature of accommodation;
- Insufficient parking;
- Change in Kings Langley population demographic;
- Large number of care/residential homes in immediate area;
- Loss of four homes which have high visual amenity value;
- Removal of landscaping at The Common;
- Ecology concerns as a result of proposal being so close to The Common;
- Over demand/ strain on local services/infrastructure; especially GP practices and schools;
- Site intensification would result in Highway accidents;
- Design not in keeping with street scene or character of Kings Langley village;
- Cutting down of trees fronting Conservation area and towards rear of site;
- Harm to neighbouring residential amenity in terms of overshadowing and loss of outlook and privacy;
- Access to site is not safe;

- Catchment for care home not from within Kings Langley;
- Apartments look small, only one lift servicing all apartments;
- Loss of open space between village centre and conservation area;
- Dust, noise and dirt during construction would be detrimental to health and environment;  
and
- Loss of Green Space/countryside feel of village.

## **Considerations**

### Principle of Development

The application site is a windfall site located within the residential village of Kings Langley and the infrastructure in the immediate area has been developed to provide good transport links for existing residents. There are also services and facilities available within close proximity of the site.

Core Strategy (2013) Policy CS1 states that Hemel Hempstead will be the focus for homes and Policy CS4 states that appropriate residential development within residential areas in the Towns and Large Villages is encouraged.

Furthermore, the National Planning Policy Framework (NPPF) encourages the provision of more housing within towns and other specified settlements and the effective use of land by reusing land that has been previously developed. Saved Policy 10 of the Local Plan (2004) also seeks to optimise the use of available land within urban areas. Para. 50 of the NPPF expands this further encouraging the delivery of a wide choice of high quality homes with a mix of housing based on current and future demographic trends and needs; such as older people, people with disabilities etc.

Section 5 in the submitted planning statement outlines the need for specialist accommodation for older people in the area. This document outlines the National push for Older Person housing, citing the May 2011 Michael Ball report, 'Housing Markets and Independence in Old Age: Expanding the Opportunities' and 2013 Demos report 'The Top of the Ladder'; in addition to National Planning Practice Guidance and National Planning Policy Framework. The local need for older person's accommodation is also highlighted through the 'Three Dragons and Celadine Strategic Housing Assessment – June 2017' requiring 100 new units for older person's accommodation to be built in the Borough by 2020. Further to this Three Dragons and Celadine Consulting were commissioned in May 2017 by The Planning Bureau Ltd. to undertake a housing need and demand study for a retirement living development proposal to further support the demand and requirement for sheltered housing in Kings Langley.

Taking all of the above into account, the proposal would make a valuable contribution to the Borough's existing housing stock (in accordance with Policy CS17) and complies with the Council's settlement strategy. As such, given that the development would be located in a sustainable location and comprises residential accommodation for over 55s the principle of

development is acceptable in accordance with Policies, CS1, CS4, CS17, CS23 of the Core Strategy, Saved Policy 10 of the Local Plan (2004) and NPPF (2012).

#### Impact on Street Scene and Character of Area

Paragraph 60 of the NPPF states that, *'planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.'*

In addition, paragraph 64 of the NPPF states that *'permission should be refused for developments of poor design that fail to take opportunity available for improving the character and quality of an area and the way it functions.'*

Core Strategy (2013), Policies' CS10, CS11 and CS12 highlight the importance of high quality sustainable design in improving the character and quality of an area; seeking to ensure that developments are in keeping with the surrounding area in terms of size, mass, height and appearance. This guidance is reiterated in the Saved Local Plan (2004) Policies' of 10, 18, 21 and Appendix 3.

The site currently comprises four detached dwellings situated on spacious plots with large front and rear gardens. The proposed development seeks permission to demolish these houses, which although add to the amenity of the area are not of significant historic interest or architectural merit to warrant a refusal of planning permission on these grounds.

The proposed development would retain the linear build line of adjacent properties, 17 – 25 Hempstead Road. Further, a 3 – 4 metre separation distance to site boundaries would be maintained in order to preserve the open, suburban character of the area.

Turning to architectural detailing, the proposed development has been amended in design so as to retain the appearance of four, traditionally designed detached dwellings. This has been achieved through variation in material and fenestration detailing, front gables, modulated build line and chimney detailing. The proposal would retain the two storey height (8 metres) of neighbouring properties in the street scene with subordinate, residential formed dormer windows proposed at second floor level. This architectural approach has lessened the development's bulk and mass and resultant dominance in the street scene. As such, it is not considered that the design of the development would appear overtly incongruous within the street scene.

Further, due to the generous front build line of the development (22 metres approximately) in conjunction with the dense front boundary treatment, which would be retained as part of the proposed development, it is considered that views of the proposed from Hempstead Road would be restricted.

The mass of the proposed front parking provision has been revised so as to be broken up through the introduction of intermittent landscaping and mix of paving material. Land levels have also been modified in order to reduce the visibility of the parking from the street scene. Further, the proposed front parking bays would also not be overtly visible from the street scene of Hempstead Road due to heavy front boundary treatment which would be strengthened

as part of the proposal. Further the density of the proposed development is considered acceptable with 88 dwellings per h/a; in line with Saved Policy 10 of the Local Plan (2004) which seeks to maximum the use of the brownfield, urban land.

The proposed retirement accommodation is therefore not considered visually intrusive or harmful to the character and appearance of the street scene; accordingly the proposed coheres with the NPPF (2012) and Policies CS10, CS11 and CS12 of the Core Strategy (2013) and Saved Local Plan (2004) Policies 10, 18, 21 and Appendix 3.

### Impact of the Proposal on the Kings Langley Conservation Area and Listed Buildings

Paragraph 64 of the NPPF states that permission should be refused for developments of poor design which fail to improve the character and quality of an area. Policies CS27 of the Core Strategy (2013) and Saved Policy 120 of the Dacorum Local Plan (2004) reinforce this, in addition to stating that great weight should be given to the conservation of designated heritage assets in considering the impact of proposed developments within a conservation area.

Due to thick boundary treatment and lower land levels of the application site the proposal would not be prominent from the adjacent conservation area, to the rear (west) of the site. As such the proposal would not result in detrimental impact to the visual amenity of the area, Kings Langley conservation area or character and setting of the adjacent listed buildings.

The DBC conservation officer was consulted on the proposal and provided the following summarised comments:

*'The proposal involves the demolition of the existing properties and creation of the nursing home. As noted above the existing houses have some merit but could not be considered non designated heritage assets. Their demolition would not have a detrimental impact on the conservation area. Therefore this element of the proposal would be acceptable...The sloping topography of the site and lower ridge height of the proposed building would ensure that it does not detrimentally impact upon these longer views or the significance of the heritage asset. It would sit subserviently in relation to the assets with the main impact being the views of the roof tiles. Provided that these are a high quality clay tile sympathetic with the surrounding area any impact on views and the setting would be relatively minimal.'*

*'Given that there would be an impact paragraph 134 of the Framework of the framework should be engaged. The harm to the designated heritage assets would be less than substantial and should be weighed against the public benefits. The harm caused would be at a minor/ low level due to the topography, proximity of the proposals and the design and detailing. This would need to be given the appropriate weight as part of the final consideration on the acceptability of the scheme or not.'*

In sum, it is therefore considered on balance the limited harm caused to the conservation area and Listed Buildings is outweighed by the benefit of securing 40 new retirement units within a sustainable, brownfield location. There would also be the economic benefits of the construction including jobs secured in building the dwellings and in the manufacture of building materials. People living in the homes would spend money in the local area including the shop and public houses and would participate in community activities, they would help to support local services; these benefits of the scheme would carry modest weight. These public benefits together they

would be significant to outweigh the less than substantial harm to conservation area and designated heritage assets.

As such, the proposal is not considered to significant impact upon the Kings Langley conservation area or designated heritage assets, adhering to Policies CS27 of the Core Strategy (2013), Saved Policy 120 of the Local Plan (2004) and the NPPF (2012).

#### Effect on Neighbours

The NPPF outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013), seek to ensure that new development does not result in detrimental impact on neighbouring properties and their amenity space. Thus, the proposed should be designed to reduce any impact on neighbouring properties by way of visual intrusion, loss of light and privacy.

The development would not be set within the 45 degree line as drawn from the front and rear habitable windows of No. 25 Hempstead Road as a result no loss in outlook to this neighbouring resident would result. Further due to orientation of the proposal, north of this property no loss in daylight would also result.

No significant loss of privacy is considered to result from the proposed development due to no windows located on the flank elevation directly facing No.25. Moreover, the proposed windows to the two storey rear element would be located 24 metres (approximately) away from the boundaries of No.21 -25 Hempstead Road so as not to result in a significant loss of privacy to the rear facing gardens.

A minimum 24 metres separation distance would be maintained between the rear elevation of the proposed development and rear elevation of properties, Bernard Cottage, Merlins Cottage and Woodbine Cottage and No.7 Common Lane. This would adhere to the 23 metre rear-to-rear separation standard outlined within Saved Appendix 3 of the Local Plan (2004). Taking this separation distance into account in conjunction with the fall in land levels, the height of the proposal would be visualised as one and half storeys from this perspective. Moreover, only one window to the rear of the development has been proposed and this would be obscure glazed. As such, it is not considered that the proposal would result in significant harm to the living conditions of the occupants of surrounding units, in terms of overbearing, loss of light or privacy.

In terms of the amenity for future residents the proposal would achieve the acceptable amenity and spaces requirements. Saved Appendix 3 of the Local Plan (2004) states that for a multiple occupancy residential development an amenity area at least equal to the footprint of the building should be provided. In accordance with the submitted application an area of 2050m<sup>2</sup> (approximately) of landscaped external amenity provision has been allocated to serve the site, which is sufficient provision in relation to the 1575m<sup>2</sup> approximate footprint of the proposal.

Concerns were raised that the apartments were of inadequate size. Although DBC have no internal size guidance the proposal meets the internal national described space standards set out in the NPPG.

Thus, the proposed would not detrimentally impact the residential amenity of neighbouring

properties, or future occupiers, thus is considered acceptable in terms of the NPPF (2012), Saved Appendices 3 and 7 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013).

#### Impact on Highways Safety and Parking Provision

Policy CS12 of the Core Strategy (2013) seeks to ensure developments have sufficient parking provision. Paragraph 39 of the NPPF (2012) states that if setting local parking standards authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car ownership levels and the overall need to reduce the use of high emission vehicles. Policies CS8 of the Core Strategy (2013) and Saved Policy 58 and Appendix 5 of the Local Plan (2004) promote an assessment based upon maximum parking standards.

The application seeks to provide 40 retirement units comprising 20xone bed flats and 20x two bed flats. The application proposes 29 off street parking spaces to serve the units. DBC car parking policy standards require 1.5 spaces per retirement unit with a further 0.25 visitors spaces per unit. This would require provision of maximum 70 parking spaces required (100%) and minimum 52.5 spaces required (75%); resulting in a shortfall of 23.5 off street parking spaces.

Paragraph 32 of the National Planning Policy Framework outlines that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Furthermore, a recent appeal decision (reference: APP/A1910/W/17/3173690 – 02/10/2017) which overturned refusal of planning permission for a proposal in Kings Langley on the basis of a lack of parking in the Borough stated as follows:

*'The National Planning Policy Framework 2012 (the Framework) has a core principle of making the fullest possible use of public transport, walking and cycling, and advises that parking standards should take account of (amongst other things) the accessibility of development and the levels of car ownership. Subsequently, the Government issued a Written Ministerial Statement (WMS) on 25 March 2015, which highlights that any local parking standard should only be imposed where there is clear and compelling justification'.*

HCC Highways also conducted parking surveys in accordance with the Lambeth Methodology on Saturday 1st July at 13:30 and Tuesday 4th July at 00:30 and 14:00. The surveyed roads were roads within a 200m walking distance of the site, which included:

Hempstead Road- 18 available spaces  
Rectory Lane- 8 available spaces  
Hempstead Road (spur)- 2 available spaces  
Glade Valley Close- 6 available spaces

Creating a total minimum availability of parking spaces of 34, although HCC Highways anticipate that there will be no overspill from the development onto the public highway.

The survey does also not include the areas of Hempstead Road with parking restriction on during the day, meaning that there is the capacity for an additional 51 spaces on the carriageway, further to those included in the parking surveys.

In addition to this the site is located within a sustainable area with the closest bus stops to the site situated approximately 160-300 metres to the north. The stops are served by the 318 bus from Hemel Hempstead to Watford and the 500 service from Aylesbury to Hemel Hempstead and continuing to Watford. Rail Service Kings Langley Railway Station is situated 1.7km east of the site. The station provides direct access to Tring, Milton Keynes and London Euston. Trains to Tring and Milton Keynes typically operate at two trains per hour, while trains to Milton Keynes typically operate once per hour. Walking Footways are provided on both side of the carriageway, providing a safe and direct route to the village centre (approximately 5 minutes' walk). A number of amenities are available in the village centre including a post office, convenience store, doctors, dentist and pharmacy.

The HCC Highways have also stated that the difference in the number of trips generated by the existing and the proposed development would at worst case scenario generate five more trips in the AM Peak and two more trips in the AM Peak. Therefore, no severe impact is likely to be generated by the proposed development on the surrounding highway network.

HCC Highways also considered the safety of site access and concluded the submitted swept paths and visibility splays measured a 2.4m x 43m to show the suitability of the junction and internal road. The junction would be designed in a way so that the trees adjacent to the site can be retained without impacting on visibility. Hempstead Road is also subject to parking restrictions directly outside the proposed access meaning visibility will not be impacted on by parked cars between 8am and 6pm. Existing vehicular crossovers will be closed off and reinstated as footways.

HCC Highways have also requested for a £6,000 travel plan monitoring contribution. The LPA are no longer permitted to request financial contribution for administration. A condition has been recommended requesting travel plan monitoring.

Due to Highways raising no objection and providing sufficient evidence off street parking availability in the local car parks and government push for car free developments the proposed development would be located in a sustainable area and would not result in significant impact to the safety and operation of adjacent highway to warrant a refusal on parking and highway safety grounds. Thus, the proposal meets the requirements of Policies CS8 and CS12 of the Core Strategy (2013) and Saved Appendix 5 of the Local Plan (2004).

#### Impact on Trees and Landscaping

Saved Policies 99 and 100 of the Dacorum Local Plan (2004) and Policy CS12 of the Core Strategy (2013) seek to ensure that retained trees are protected during development and that new planting is a suitable replacement for any removed trees.

The proposed site plan illustrates that a hard and soft landscaping scheme would be provided which would soften the appearance of the development and help screen the proposal from public vantage. Existing boundary trees (both front and rear) have been retained and would be reinforced where possible; therefore no loss to the boundary screen shielding the conservation area would result.

#### Flood Risk and Drainage

Policy CS31 of the Core Strategy (2013) seeks to minimise the risk of flooding. With regard to the nature of the development and as the application site is not within Flood Zones 1 or 2, it is not considered that the proposal would be susceptible to flooding or increase the overall risk of flooding in the area. A Flood Risk Assessment and Drainage Strategy was submitted as part of the planning application in which the Lead Local Flood Authority were consulted on and provided no objection outlining that the proposed drainage strategy will provide a betterment to the existing situation as the surface water currently discharges into public combined sewer network subject to the recommendation of a condition.

### Sustainability

Policy CS29 of the Core Strategy (2013) states that new development should comply with the highest standards of sustainable design and construction possible. A sustainability checklist has been submitted alongside the application outlining sustainability measures for the proposed development; such as appointing a special waste management company, site attenuation of 200m<sup>3</sup> of water by way of cellular tank, reduced water consumption through low flow rate appliances and planting of 30 trees.

### Protected Species

The presence of protected species is a material consideration, in accordance with the NPPF (2012) (paragraphs 118-119), Natural Environment & Rural Communities (NERC) Act 2006 (section 40), Wildlife and Countryside Act 1981, Conservation of Habitats and Species Regulations 2010 as well as Circular 06/05. Furthermore, Policy CS26 of the Core Strategy (2013) states that proposals should contribute to the conservation of habitats and species.

Herts Ecology and Herts and Middlesex Wildlife Trust were consulted on the demolition of the existing buildings on site who confirmed historically the site was open ground and in the 1920s were allotment gardens although by 1938 development had begun. This indicates there is nothing of long standing ecological significance on the site. Further the ecological appraisal submitted alongside the planning applications confirms no habitats of any significant ecological interest reside on site.

### Archaeology

In accordance with Saved Policy 118 of the Local Plan (2004) and NPPF (2012) planning permission will not be granted for development which would adversely affect scheduled ancient monuments or other nationally important sites and monuments, or their settings. Where the Council considers that physical preservation of archaeological remains in situ is not merited, planning permission will be subject to satisfactory provision being made for excavation and recording. Herts Archaeology were consulted on the proposal and provided the following conclusive comments:

*'In this case two appropriately worded conditions on any planning consent relating to these reserved matters would be sufficient to provide for the level of investigation that this proposal warrants.'* Two conditions are subsequently recommended, should the development be granted.

## Contaminated Land

Policy CS32 of the Core Strategy (2013) seeks to maintain soil and air quality standards and ensure any contaminated land is appropriately remediated. The DBC Contaminated Land Officer has recommended that a Phase I Desk Study be requested via condition. Furthermore, an informative recommending the incorporation of good design principles and best practice measures as detailed in Chapter 5 of the following industry guidance document entitled 'EPUK & IAQM Land-Use Planning & Development Control: Planning For Air Quality - January 2017' to minimise emissions has been attached should permission be granted.

## Affordable Housing and Community Infrastructure Levy (CIL)

In accordance with Policy CS35 of the Core Strategy (2013) and Saved Policy 13 of the Local Plan (2004) planning obligations under s.106 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991) will be required to deliver the affordable housing, adoption and maintenance of on-site open spaces and financial contributions towards the physical and social infrastructure requirements generated by the development. The Council's planning policies also indicate that a housing scheme should include 35% affordable housing, in accordance with Policy CS19 of the Core Strategy (2013) and the recently adopted Affordable Housing Supplementary Planning Document.

A S106 agreement to secure the following obligations has been agreed and is currently being processed by the Agent's and DBC solicitors. This application is recommended for approval subject to the competition of this S106 agreement to secure £243,442 as an offsite affordable housing contribution. This affordable housing contribution would not be provided on-site due to the type of tenure and associated costs and management of the development on-site affordable housing would not be feasible. This has been taken on board by the housing team and it is noted that Inspectors considering similar developments for sheltered accommodation have always accepted off site commuted sums in lieu of affordable housing provision on site due to the nature of the development.

This stance is considered to be acceptable in accordance with policy CS19 above in particular allowing for judgements to be made in respect of viability of the scheme and the Affordable housing SPD. A commuted sum of £243,442 will be paid in lieu of affordable housing provision which allows flexibility for the DBC housing team to utilise the contribution elsewhere.

## RECOMMENDATIONS

That the following Heads of Terms for the planning obligation, or such other terms as the Committee may determine, be agreed:

- Off-site affordable housing contribution of £243,442.
- Restriction on tenure use of over 55s only.

That determination of the application be **DELEGATED** to the Group Manager, Development Management and Planning, with a view to approval subject to the expiry of the consultation

period and no additional material considerations being raised and 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/documents:**

**Verified Views - Methodology November 2017**  
**Verified Visual Montages November 2017**  
**External Finishes Schedule Rev A 05.07.2017**  
**Evidence of housing demand and supply Three Dragons and Celandine Strategic Housing June 2017**  
**Energy Statement Rev A 23rd June 2017**  
**Statement of Community Involvement July 2017**  
**Transport Statement July 2017**  
**Preliminary Ecological Appraisal 13th January 2017**  
**Arboricultural Report KTK/9368/WDC**  
**Planning Statement July 2017**  
**Built Heritage Statement June 2017**  
**Site Investigation Report January 2017**  
**Townscape & Design Assessment 18th October 2017**  
**Bat Survey Report 10th June 2017**  
**Flood Risk Assessment and Surface Water Drainage Strategy IDL/846 Rev B 1st November 2017**  
**CCL02914.CC32 October 2017**  
**NL-2422-03-LA-001**  
**NL/2422/03/DE/200 Rev P2**  
**EMS\_397002\_530987**  
**EMS\_397002\_530988**  
**EMS\_397002\_530989**  
**17768-P02**  
**17768-P04C**  
**17768-P05C**  
**17768-P06C**  
**17768-P07A**  
**17768-P03D**  
**17713-P08B**  
**17768-P09B**  
**17768-P14**  
**17768-7-850A**  
**9368-KC-XX-YTREE-TPP02Rev0**

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

- 3 **Prior to construction of the development hereby approved details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted and approved in writing by the local planning authority. Material details shall include:**

- Joinery details and finish
- Rainwater goods
- Eaves and chimney details
- Tiles
- Brickwork
- Brickwork bond (not stretcher bond)
- Mortar
- Render colour
- Fenestration

**Development shall be carried out in accordance with the approved details.**

**Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection.**

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

- 4 **Prior to construction of the development hereby approved 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;
- 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; and
- proposed finished levels or contours;

**The approved landscape works shall be carried out prior to the first occupation of the development hereby permitted. The trees, shrubs and grass shall subsequently be maintained for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting season and maintained until satisfactorily established.**

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 Core Strategy (2013).

- 5 **The trees shown for retention on the approved Drawing No. NL-2422-03-LA-001 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.**

**Any trees which die or are destroyed during this period shall be replaced during the next planting season and maintained until satisfactorily established.**

Reason: In order to ensure that damage does not occur to the trees during building operations; in accordance with Policy CS12 of the Core Strategy (2013) and Saved Policies 99 and 100 of the Local Plan (2004).

- 6 **Prior to the commencement of the development hereby permitted a Phase I Report to assess the actual or potential contamination at the site shall be**

submitted to and approved in writing by the local planning authority. If actual or potential contamination and/or ground gas risks are identified further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority. For the purposes of this condition:

**A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.**

**A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.**

**A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.**

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development; in accordance with Policy CS12 of the Core Strategy (2013) and the NPPF (2012).

- 7 **All remediation or protection measures identified in the Remediation Statement referred to in Condition 6 shall be fully implemented within the timescales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.**

**For the purposes of this condition a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable for the approved use.**

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development; in accordance with Policy CS12 of the Core Strategy (2013) and the NPPF (2012).

Informative:

Paragraph 121 of the NPPF states that all site investigation information must be prepared by a competent person. This is defined in the framework as 'A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.'

Contaminated Land Planning Guidance can be obtained from Regulatory Services or

via the Council's website [www.dacorum.gov.uk](http://www.dacorum.gov.uk)

- 8 **Demolition shall take place/commence until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:**

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

Reason: In order to provide properly for the likely archaeological implications of this development proposal; in accordance with Policy 12 (para. 141, etc.) of the National Planning Policy Framework, Saved Policy 118 of the Local Plan (2004) and the guidance contained in the Historic Environment Planning Practice Guide.

- 9 **i) Demolition shall take place in accordance with the Written Scheme of Investigation approved under condition 8.**

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

**If planning consent is granted, then this office can provide details of requirements for the investigation and information on archaeological contractors who may be able to carry out the work.**

Reason: In order to provide properly for the likely archaeological implications of this development proposal; in accordance with Policy 12 (para. 141, etc.) of the National Planning Policy Framework, Saved Policy 118 of the Local Plan (2004) and the guidance contained in the Historic Environment Planning Practice Guide.

- 10 **The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment and Surface Water Drainage Strategy, Reference IDL/846 Rev B, carried out by iD Ltd Infrastructures Design Limited, drawing No. NL/2422/03/DE/200 Rev P3, and the following mitigation measures detailed within the FRA:**

1. **Implementing an appropriate drainage strategy based on shallow infiltration with SuDs features placed where infiltration tests proved the feasibility of the proposed mechanism.**
2. **Providing a minimum attenuation volume of 242.88 m<sup>3</sup> to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.**
3. **Detailed engineered drawings of the proposed SuDS features including their**

size, volume, depth and any inlet and outlet features including any connecting pipe runs.

**4. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.**

**The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.**

Reason: To reduce the risk of flooding to the proposed development and future occupants; in accordance with Policy CS31 of the Core Strategy (2013).

- 11 **Prior to construction of the development hereby approved a maintenance plan that explains and follows the manufacturer's recommendations for maintenance or that follows the guidelines explained by The SuDS Manual by CIRIA shall be submitted and approved in writing by the Local Planning Authority. A maintenance plan should also include an inspection timetable with long term action plans to be carried out to ensure efficient operation and prevent failure.**

Reason: To reduce the risk of flooding to the proposed development and future occupants; in accordance with Policy CS31 of the Core Strategy (2013).

- 12 **Prior to construction of the development hereby approved the details of the position and type of the proposed bat cavity boxes, which are to be integrated into the brickwork of the building shall be submitted to and approved in writing by the Local Planning Authority.**

Reason: In order to protect the presence of protected species in line with Policy CS26 of the Core Strategy (2013) and the NPPF (2012).

- 13 **Prior to commencement of any built development hereby permitted information on the number and position of fire hydrants shall be submitted to and approved in writing with the Local Planning Authority. The relevant details shall include information on how the hydrants will be incorporated into the mains water services whether by means of existing water services or new mains or extension to or diversion of existing services or apparatus. The fire hydrants shall be implemented prior to occupation of the dwellings hereby approved.**

Reason: In the interests of health and safety; in accordance with Policy CS12 of the Core Strategy (2013).

- 14 **Demolition and construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:**
- a. Construction vehicle numbers, type, routing; b. Traffic management requirements; c. Construction and storage compounds (including areas designated for car parking); d. Siting and details of wheel washing facilities; e.**

**Cleaning of site entrances, site tracks and the adjacent public highway; f. Timing of construction activities to avoid school pick up/drop off times; g Provision of sufficient on site parking prior to commencement of construction activities; h. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.**

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way; in accordance with Policy CS12 of Core Strategy (2013).

- 15 **Prior to the first occupation of the development hereby permitted an Interim Travel Plan shall be submitted, approved and signed off by the Local Planning Authority, such a Travel Plan shall accord with Hertfordshire County Council document 'Hertfordshire's Travel Plan Guidance for Business and Residential Development'.**

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment; in accordance with Policies CS8 and CS12 of the Core Strategy (2013).

- 16 **No part of the development hereby permitted shall be occupied prior to implementation of the approved Interim Travel Plan referred to in Condition 15.**

**During the first year of occupation an approved Full Travel Plan shall be submitted to and approved in writing by the local planning authority. The Full Travel Plan shall be based on the Interim Travel Plan approved under Condition 14 and in accordance with Hertfordshire's Travel Plan Guidance. The approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented in full for the lifetime of the development.**

Reason: To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with Policy CS8 of the Dacorum Core Strategy 2013 and saved Policies 51 and 58 of the Dacorum Borough Local Plan 1991-2011.

- 17 **The gradient of any vehicular access shall not exceed 1:20 for the first 5 metres into the site, as measured from the near channel edge of the adjacent carriageway.**

Reason: In the interests of the safety of persons using the access and users of the highway; in accordance with Policies CS8 and CS12 of the Core Strategy (2013).

- 18 **Prior to first occupation of the development, a Car Parking Management Plan shall be submitted to and approved in writing by the local planning authority. It shall include the following:**

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

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

**this purpose.**

Reason: In the interests of highway safety and to ensure sufficient available on-site car parking and the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport; in accordance with Policies CS8 and CS12 of the Core Strategy (2013).

**Informatives**

Article 35 Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

Air Quality

Where possible, it is recommend that the development incorporate good design principles and best practice measures as detailed in Chapter 5 of the following industry guidance document entitled 'EPUK & IAQM Land-Use Planning & Development Control: Planning For Air Quality - January 2017' to minimise emissions.

Affinity Water

You should be aware that the proposed development site is located close to or within an Environment Agency defined groundwater Source Protection Zone (GPZ) corresponding to Hunton Bridge Pumping Station. This is a public water supply, comprising a number of Chalk abstraction boreholes, operated by Affinity Water Ltd.

The construction works and operation of the proposed development site should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the sites then the appropriate monitoring and remediation methods will need to be undertaken.

For further information we refer you to CIRIA Publication C532 "Control of water pollution from construction - guidance for consultants and contractors".

Ecology

Any vegetation loss which could affect nesting birds should be undertaken outside of the breeding season (March – August inc.) or if unavoidable, not without a prior check by a suitably experienced ecologist.

