

**4/02649/17/FUL - CONSTRUCTION OF SIX 2 - BED FLATS (AMENDED SCHEME).  
GARAGE SITE ON CORNER OF TEESDALE AND, WESTERDALE, HEMEL HEMPSTEAD,  
HP2.**

**APPLICANT: MR S BRAMLEY - DACORUM BOROUGH COUNCIL.**

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[Case Officer - Briony Curtain]

### **Summary**

The application is recommended for approval.

The application seeks planning permission to demolish 23 domestic garages and construct a three storey block of 6 residential flats served by 9 parking spaces. This application follows a previous outline planning permission (4/02209/12/OUT) for four residential units; two dwellings and two flats.

The increased quantum, scale and design of the residential development now proposed is considered appropriate to the site and its context. The amended proposal for 6 new dwellings would remain acceptable in principle in accordance with Policies CS1 and CS4 of the Core Strategy (2013). The proposal seeks to optimise the use of the land whilst respecting the character of the area, and ensuring a satisfactory relationship to adjoining properties. The proposal provides for 100% affordable housing (social rent).

The development would not have a significant adverse impact on existing adjacent properties in terms of light, privacy or visual intrusion, especially when compared to existing levels. There is already a high degree of mutual overlooking in the area, and levels would not be significantly increased as a result of the development. Given the separation distance and siting of the building all adjacent properties would continue to receive an acceptable level of daylight and sunlight, and the development would not appear unduly prominent or oppressive. The proposal complies with Policy CS12 in these regards.

The proposed development provides an acceptable level of off-street parking for future residents, and would not therefore have an undue impact upon highway safety. Parking is at a premium in the area, and parking provision is a key concern for residents and local councillors. No parking for existing residents to mitigate the loss of the garage court has been provided. However, the garages to be demolished have a rented occupancy rate (from DBC) of 52%; 12 of the 23 garages and some are used for storage not parking. There are currently vacant garages for rent in the immediate area (15 in Borrowdale within 100m of application site) and these will be offered to existing tenants. Displaced parking would therefore be minimal and would not give rise to significant adverse highway issues. As stated, parking is at a premium but this is an historic on-going problem and would not significantly increase as a result of the proposal. The Council are working with local residents to identify possible solutions, which may include the provision of verge hardening in the immediate area, however given the problems are not a direct result of the current proposals these should be explored separate to the current planning application. The development provides sufficient parking for the number of units proposed and as such it is considered that a refusal could not be sustained.

The proposal adheres with Saved Policies 10, 13, 18, 21, 51, 58, 99, 100, 111, 129 and Appendices 3, 5 and 6 of the Dacorum Local Plan (2004) and Policies CS1, CS2, CS4, CS8, CS9, CS10, CS11, CS12, CS17, CS18, CS19, CS26, CS29 and CS35 of the Core Strategy (2013), and the National Planning Policy Framework (2012).

### **Site Description**

The application site is currently occupied by two rows of 23 single garages located on the north-eastern corner of Teesdale and Westerdale in Highfield. The garage courts face each and are sited along the eastern and western boundaries of the site. Existing vehicular access to the site is via Westerdale, however secondary pedestrian accesses exist from three rights of

way, linking the site to the northern part of Westerdale, Lonsdale and Teesdale.

The garage court is entirely surrounded by terraced residential properties ranging between two and three storeys in height. There is a gentle fall in the land in a northerly direction. Given the siting and orientation of the dwellings, there is a high level of mutual overlooking. Many of the properties in the immediate area do not benefit from off street parking and as such parking is at a premium.

### **Proposal**

Permission is sought for the demolition of the garage court and the construction of six 2-bedroom flats in a three storey block served by 9 parking spaces and an area of communal amenity space. The existing access onto Westerdale would remain. The flats would be for social rent.

### **Referral to Committee**

The application is referred to the Development Control Committee as the land is owned by Dacorum Borough Council.

### **Planning History**

4/02209/12/OUT REDEVELOPMENT OF 23 DOMESTIC GARAGES TO PROVIDE FOUR  
RESIDENTIAL UNITS WITH PRIVATE PARKING AND FURTHER  
UNALLOCATED PARKING SPACES  
Granted  
09/02/2015

### **Policies**

#### National Policy Guidance

National Planning Policy Framework (NPPF)  
Circular 11/95

#### Adopted Core Strategy

NP1 - Supporting Development  
CS1 - Distribution of Development  
CS2 - Selection of Development Sites  
CS4 - The Towns and Large Villages  
CS8 - Sustainable Transport  
CS9 - Management of Roads  
CS11 - Quality of Neighbourhood Design  
CS12 - Quality of Site Design  
CS13 - Quality of Public Realm  
CS17 - New Housing  
CS19 - Affordable Housing  
CS28 - Renewable Energy  
CS29 - Sustainable Design and Construction  
CS31 - Water Management  
CS32 - Air, Water and Soil Quality

#### Saved Policies of the Dacorum Borough Local Plan

Policies 10, 12, 13, 15, 18, 19, 21, 22, 23  
Appendices 3, 5 & 7

## Supplementary Planning Guidance / Documents

Area Based Policies (May 2004) - Residential Character Area HCA 22  
Water Conservation & Sustainable Drainage (June 2005)  
Energy Efficiency & Conservation (June 2006)  
Affordable Housing (Jan 2013)

### **Summary of Representations**

Hertfordshire Highways - Recommend conditional approval.

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:

Hertfordshire County Council as Highway Authority considers that the proposal would not have an increased impact on the safety and operation of the adjoining highways and does not object to the development, subject to the conditions and informative notes below. **CONDITIONS**

1. The proposed car parking spaces shall have measurements of 2.4m x 4.8m min. and be located on land within the ownership of the applicant. Such spaces shall be maintained as a permanent ancillary to the development and shall be paved and used for no other purpose.

Reason: The above condition is required to ensure the adequate provision of off-street parking at all times in order to minimise the impact on the safe and efficient operation of the adjoining Highway.

2. Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

3. All materials and equipment to be used during the construction shall be stored within the curtilage of the site unless otherwise agreed in writing by the Highways Authority prior to commencement of the development.

Reason: In the interest of highway safety and free and safe flow of traffic.

4. Road deposits. Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

Reason. To minimise the impact of construction vehicles and to improve the amenity of the local area.

I should be grateful if you would arrange for the following note to the applicant to be appended to any consent issued by your council:-

#### **INFORMATIVES**

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

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

#### COMMENTS

This application is for Construction of six 2-bedroom flats (Amended Scheme).

#### PARKING AND ACCESS

Eight new parking spaces will be provided for the dwellings, using the existing vxo onto Westerdale, which is an unclassified local access road, subject to a 30mph speed limit. Vehicles are not required to enter and leave the highway in forward gear. Provision is also made onsite for cycle storage.

The existing access appears to operate without any issues. Provision is made on site for storage of refuse.

#### CONCLUSION

HCC as highway authority considers that the proposals would not have an unreasonable impact upon highway safety or capacity, subject to the conditions and informative notes above.

#### HCC Planning Obligations Officer

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 CIL Zone 3 and does not fall within any of the CIL Reg123 exclusions. Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.

#### Scientific Officer

The garage usage represents a potential for fuel and/or chemicals spillage and leaks. The site is also located within the vicinity of a potentially contaminative former land use (old gravel pit situated approximately 190 metres to the west-northwest). Consequently there may be land contamination issues associated with this site. I recommend that the contamination conditions (CONT1 and CONT2) be applied to this development should permission be granted.

#### Trees and Woodlands

There are no trees or landscape features within the site. However, there is a mature Horse chestnut on the grass verge along Westerdale that would have to be removed to build the proposed access road to the site. Although a large feature in the local landscape, this tree suffers from some internal decay at the junction of main branches and its long term survival in good condition is in doubt. I therefore have no objections to its removal provided it is removed by the developer or applicant. Recommend landscape plan and condition.

#### Response to Neighbour Notification / Site Notice / Newspaper Advertisement

Petition of 32 signatories from 14 Addresses - objecting on grounds of loss of privacy and parking.

34, 39A Westerdale, 2 Teesdale, 6 Lonsdale, 41 Glenview Road - Object

- Parking - There are already severe parking problems in the area,
- Privacy - the new block of flats overlooking Westerdale will encroach on privacy and light for

current residents.

- security - the creation of alleyways around the development would create hidden areas for crime
- Infrastructure - There is significant lack of infrastructure in this area, including sewage, lack of parking and too narrow.
- Fly Tipping - already a common problem in the area, more dwelling will create more rubbish, there aren't the necessary recycling facilities.
- Noise - during and after construction with additional residents.
- Incongruous and Out of Keeping - the building would not respect the existing buildings in the area.

## **Considerations**

### Policy and Principle

The application site is located within an established residential area of Hemel Hempstead wherein residential development is acceptable in accordance with Policy CS4 of the Core Strategy. Further, there would be a strong presumption in Policy CS17 in favour of promoting residential use of the land to address a need for additional housing within the Borough. Under 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, within the Core Planning Principles outlined in the NPPF (2013) there is heavy emphasis on the planning system's responsibility to deliver more homes. Paragraph 47 of the NPPF (2013) stresses this further seeking to boost the supply of housing. 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.

In addition it is important to note that the redevelopment of the site to accommodate 4 dwellings was approved at outline stage under application ref: 4/02209/12/OUT. The principle of the residential redevelopment has thus been established. The nature of the current proposal is similar to that approved above, the main difference being the increase in quantum from 4 approved units to 6 proposed units.

The provision of 6 flats would optimise the use of the land. The occupancy rate of the 23 garages is 52%. The use of the land for residential purposes would therefore represent a significantly more efficient use of urban land.

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). The development would be located in a sustainable location and seeks to optimise the use of previously developed urban land; the proposal is therefore in accordance with policies CS1, CS4, and CS17 of the Core Strategy (2013), saved Policy 10 of the Local Plan (2004) and the NPPF (2012).

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

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 Saved Local Plan (2004) Policies of 10, 18 and

### Appendix 3.

Area Based Policies; HCA20 :Highfield sets out the key features of the area and identifies that *'in development to the north of Bellgate a more modern approach is found. Many dwellings feature flat roofs in regular, repeating patterns'*. The policy goes on to state *'Highfield is a planned area, layouts are strong and characterised by the angular positioning of groups of houses'*. The general housing principles for the area pertinent to this application are;

- *Design*: Should respect the characteristics and architectural themes of nearby and surrounding development. Alternative designs may be acceptable in cases where a clear distinction in design can be drawn from nearby and surrounding development, for example on sites clearly separated from other dwellings. Such alternative designs are unlikely to be acceptable on infill plots for single dwellings.No special requirements.
- *Type*: *All types of dwelling are acceptable*
- *Height*: In most cases, should not exceed two storeys. Three storey development may be permitted where adjacent to buildings of a similar or greater height, dependent on its impact on the character and appearance of the area.
- *Size* : Small to medium sized dwellings are encouraged.
- *Layout*: Development proposals are strongly encouraged to make use of the existing layout structure as a basis for new layouts. The feature of dwellings grouped around landscaped amenity greens is encouraged. Prevalent building lines should be followed. Spacing in the medium range (2 m to 5 m) is expected.
- *“Redevelopment: Strongly discouraged. The redevelopment of **garage blocks** will only be acceptable if **alternative provision** is made for displaced vehicle parking and where proposals accord with the development principles.”*

The design principles outlined above have been adhered to. The simple, modern, flat roof design of the proposed three storey block is considered acceptable and would successfully integrate into the existing street scape; which entirely consists of flat roof buildings ranging from two to three storeys in height. The application site is situated adjacent to and opposite existing three storey terraced dwellings, the built form follows the prevailing angular 'square' pattern, such that the proposal would not appear incongruous or unduly prominent in height. The mass and bulk of the proposed building is comparable to adjacent terraces / buildings. Furthermore the extant outline consent permits a part three storey building, with an overall width and depth comparable to the current proposal. The development fronts the road, fenestration has been added to the sides and a range of materials used to break up and avoid bland, uninterrupted elevations. Each elevation addresses the street and has an active frontage. The building would not appear out of scale or cramped within the surroundings. It was originally proposed to have balconies to the front elevation but following a public consultation these have been omitted and replaced with juliette balconies.

The policy suggests that given 23 garages are to be demolished the development is required to provide alternative provision. The provision of 9 parking spaces for the new development is not alternative provision. However, it is important to note that many of the garages are not being used for parking and it has been demonstrated that there is adequate alternative provision in the vicinity. As such the requirement to provide alternative provision needs to be reconsidered in this context. This is addressed under the highway considerations below.

The design, form and layout of the proposal is considered acceptable. The set back position (behind the amenity strip), separation distances and the broken up nature of the block through architectural design and a well thought-out palette of materials, mean that the proposed building

would not appear overtly intrusive or incongruous within the street scene. The proposal thus adheres with Policies 10, 18, 21, 111 and Appendix 3 of the Decorum Local Plan (2004) and Policies CS10, CS11 and CS12 of the Core Strategy (2013), and the National Planning Policy Framework (2012).

#### The Potential Impact on the Residential Amenity of Adjoining Neighbours

The NPPF (2012) 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 to 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 proposes a three storey building in place of the existing single storey garages and as such there will undoubtedly be an impact on existing residents. However, given the spacing, separation distance and design of the units, the harm caused would not be significant enough to warrant a refusal on planning grounds.

With regard to visual intrusion and light levels, the three storey building would be sited directly in front of the two storey properties of Teesdale. However, due to its orientation and separation distance of 25m, the proposed building would not appear unduly dominant to the extent that it would loom above them to an overbearing degree or reduce light levels to an unacceptable degree. Despite a lesser separation distance (22.5m), the same would apply to the front elevations of No.s 21-35 Westerdale. From No.s 1-7 Lonsdale, the end elevation of the building would be visible but again this would be sited over 25m away and thus not appear unduly intrusive.

There is already a high degree of mutual overlooking between the properties in the immediate area. Given the regular 'grid' like layout of Teesdale, Lonsdale and Westerdale, (which is identified in the character area appraisal), the terraces of dwellings are set at right angles to each other. The first floor windows of 1-5 Teesdale already therefore permit overlooking, albeit at an oblique angle, to the rear windows and garden areas of 1-7 Lonsdale and vice versa. The proposed flats would permit direct views to the rear of No.s 1-5 Teesdale but the separation distance of 25m (which exceeds the required 23m back to back distance specified in Appendix 3 of the saved Local Plan) would ensure adequate privacy is maintained. It is proposed to have dining room windows to the side elevations, which to the north would directly face the rear of No.s 1-3 Lonsdale, however again a separation distance in excess of 25m would ensure no significant adverse impact. The applicants has stated they would be willing to have the side windows of obscure glaze if necessary. Given the separation distance it is not considered necessary or reasonable to impose a condition requiring obscure glazing.

The proposed development would not significantly detrimentally impact the residential amenity of neighbouring properties, or future occupiers, thus is considered acceptable in terms of the NPPF (2012), Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013).

#### Highway 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. Policy CS8 of the Core Strategy (2013) and Saved Policies 57, 58 and Appendix 5 of the Local Plan (2004) promote an assessment based upon maximum parking standards.

The application seeks to provide 6 two bedroom units which would require 9 off street parking spaces at maximum provision (1.5 spaces per 2-bedroom unit). The proposal provides 9 spaces and is thus in accordance with Saved Appendix 5 of the Local Plan (2004). No objection is raised in this regard.

The housing development principles for HCA20 state that; *“Redevelopment: Strongly discouraged. The redevelopment of **garage blocks** will only be acceptable if **alternative provision** is made for displaced vehicle parking and where proposals accord with the development principles.”* No alternative provision is made. However there are a number of factors to consider when assessing the need for alternative provision.

As part of a wider Council initiative looking at council owned garage courts and their scope for re-development, the occupancy rate of garages was analysed. The occupancy rate of the Westerdale garages is 12 of the 23, equating to 52%. It should be noted that some of these are rented for domestic and commercial storage purposes. In addition it is important to note that there are a number of other garage sites within the immediate vicinity of the site with current vacancies. There are 15 vacant garages in the Borrowdale garage court less than 100m away. These will be offered to all existing garage tenants, and if accepted would eliminate any direct displacement.

Given the garages are under used, and there are alternative vacancies in the locality, it is considered that the level of cars being displaced by this development would be minimal and thus would not lead to significant detrimental impacts to highway safety in the surrounding area. It is acknowledged that parking is at premium. The site is however considered reasonably sustainable, with easy access to local services. Any adverse impact would not be significant enough to warrant a refusal.

Parking is, as stated, at a premium and is the primary concern of residents and local councillors. However it is important to note, that this is an historic and on-going problem and would not significantly increase or alter as a result of the current proposal. The Council are working with local residents to identify possible solutions, which may include the provision of verge hardening in the immediate area. Following a recent public consultation there was a mixed reaction to the suggestion of verge hardening immediately to the front of the proposed building. This has not therefore been incorporated into the current proposal until further options have been explored.

Given the parking problems in the area are not a direct result of the current proposals and would not be significantly, if at all, exacerbated by the current proposal, these should be explored separate to the current planning application.

The development provides sufficient parking for the number of units proposed and as such it is considered that a refusal could not be sustained. Due to Highways raising no objection and satisfactory off street parking provision provided, the proposed development would not result in

significant impact to the safety and operation of adjacent highway. 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.

There are no trees or landscape features within the actual site, there are however two mature Horse trees sited in the grass verge along Westerdale. The Woodlands Officer has noted that the Horse Chestnut close to the access has some internal decay at the junction of the main branches and its long term survival is therefore in doubt. The proposal does not however currently include the felling of either tree. No objection is raised to the proposal.

#### Other Material Planning Considerations

- *Refuse and Recycling*

Saved Policy 129 of the Local Plan (2004) seeks to ensure that developments have adequate storage for refuse and recycling. Adequate bin storage facilities are provided to the north of the building.

- *Planning Obligations / CIL and Legal Agreement*

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

The site is situated within Charging Area 1 as defined by the Community Infrastructure Levy Charging Schedule. As such, residential development within this area is chargeable at a rate of £150 per square metre. Exemptions in respect of payment may be available to the applicant (as proposal is 100 % affordable housing).

The proposal seeks consent for 6 flats, all of which would be social rent, this would equate to 100% affordable housing. Whilst this is welcomed, at 6 units, the quantum falls below the threshold for requiring affordable housing (10 units) and as such it would not be necessary or reasonable to insist this secured via legal agreement.

**RECOMMENDATION** - That planning permission be **GRANTED** for the reasons referred to above 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 **Notwithstanding the details submitted, prior to the construction (above ground works) of the development hereby approved, details of the materials to be used in the construction of the external surfaces shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details. Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection.**

Reason: To ensure a satisfactory appearance to the development.

- 3 **The development hereby permitted shall not be occupied until the arrangements for vehicle parking, access and circulation, shown on Drawing No. WNS-AHR-S1-00-DR-A-05-002 shall have been provided, and they shall not be used thereafter otherwise than for the purposes approved.**

Reason: To ensure the adequate and satisfactory provision of off-street vehicle parking facilities.

- 4 **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.

- 5 **All remediation or protection measures identified in the Remediation Statement referred to in Condition (4) 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.

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)

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

DESIGN AND ACCESS STATEMENT

14277/GN/2

WNS-AHR-B2-ZZ-DR-A-05-001

WNS-AHR-B2-ZZ-DR-A-05-002

WNS-AHR-B2-02-DR-A-05-001

WNS-AHR-B2-00-DR-A-05-001

WNS-AHR-B2-01-DR-A-05-001

WNS-AHR-S1-00-DR-A-05-002

WNS-AHR-B2-03-DR-A-05-001

WNS-AHR-S1-00-DR-A-05-001

WNS-AHR-S1-00-DR-A-05-000

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

Article 35;

Planning permission has been granted for this proposal. The Council acted pro-actively through early engagement with the applicant at the pre-application stage which lead 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.

HIGHWAY INFORMATIVES ;

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

0300 1234047.

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