

4/01459/18/RES	SUBMISSION OF RESERVED MATTERS (SECONDARY ACCESSES, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE FOR A FIRST PHASE OF 150 FLATS AND 294SQM ANCILLARY RETAIL FLOORSPACE) TO OUTLINE PLANNING PERMISSION 4/03624/14/MOA (RESIDENTIAL DEVELOPMENT (UP TO 207 UNITS) AND ANCILLARY RETAIL UNIT (UP TO 375SQM) - OUTLINE APPLICATION WITH ALL MATTERS RESERVED EXCEPT FOR THE STRATEGIC ACCESS ONTO COMBE STREET).
Site Address	LAND ADJACENT TO THE FORUM AND DACORUM WAY, HEMEL HEMPSTEAD, HP1 1HL
Applicant	Hills
Case Officer	Robert Freeman
Referral Committee	to The application site is subject to a development agreement with the Borough Council and would have a significant impact on the environment

1. Recommendation

1.1 That planning permission be **DELEGATED with a view to APPROVAL** subject to the satisfactory expiration of the consultation period (28th September 2018)

2. Summary

2.1 The proposed works represent the next stage in the evolution of the town centre and regeneration of the Gade Zone. They build on the outline planning permission for the site and follow the allocation of the site for a mix of uses in Policy MU/1 of the Site Allocations DPD.

2.2 The proposed development is considered to provide a high quality residential environment within the town centre and would make a valuable contribution towards improved access and movement within the town centre in accordance with Policies CS8, CS12, CS13 and CS33 of the Core Strategy, the Hemel town centre masterplan and Parking and Movement Strategy. The scale and design of residential blocks seeks to maximise the quantum of development on the site whilst maintaining an appropriate relationship with listed buildings on the northern side of the Marlowes, The Forum building and the river Gade and riverside environment in accordance with Policies CS12, CS13, CS27 and CS33 of the Core Strategy

2.3 The proposed development will make an important positive contribution to the housing land supply and provision of affordable housing in accordance with Policies CS17 and CS19 of the Core Strategy.

2.4 Access and Parking arrangements for the proposed development are considered to be satisfactory in accordance with Policies CS8 and CS12 of the Core Strategy and saved Appendix 5 of the Dacorum Borough Local Plan 1991-2011.

3. Site Description

3.1 The site comprises the remaining civic buildings to the north of the Forum building and before the former Civic Centre including the Marlowes Health Centre, external car

park area to the old Civic Centre and associated open space, but does not extend to the Police Station to the rear of the Forum.

3.2 The immediate surrounding area comprises a mix of town centre and civic uses ranging in height between two and three storeys and featuring traditional Georgian period properties on the opposite side of the Marlowes, mid to late 20th Century properties along Combe Street and late 20th Century dwellings backing onto the eastern bank of the river Gade.

3.3 A number of listed buildings are located on the eastern side of the Marlowes including the grade II* listed Old Marlowes House whilst longer views of the Old Town Conservation Area and grade I listed St. Marys church are available to the north of the site.

4. Background

4.1 Members may be aware that in 2014, the Council carried out an extensive procurement exercise to appoint a development partner to regenerate key parts of the town centre in ownership of the Council and its public sector partners. The developments included the application proposal, delivery of the Forum, regeneration of the market square and bus station and the redevelopment of 39 and 41 Marlowes. (former Gazette/Marlowes Business Centre)

4.2 RG Carter/Endurance Estates were appointed and signed a development agreement with the Council in 2015. They established Gade Zone Developments Ltd, a development company to implement the proposals.

4.3 Planning permission was granted for the construction of the Forum in 2015 (4/03355/14/MFA) with outline planning permission also being granted for the development of up to 207 residential units and up to 375 square metres of retail floorspace on a 'L' shaped site surrounding the Forum building (4/03624/14/MOA) This outline planning permission included land occupied by Hertfordshire Constabulary at the rear of the site and land adjacent to the river Gade. The associated legal agreement to this permission set out that some 35% of the residential units to be provided would be affordable homes.

4.4 Hertfordshire Constabulary are now pursuing a different estates strategy and have planning permission to demolish buildings on their land, refurbish the existing office building and construct a new office building (4/03180/17/FUL)

4.5 It appears unlikely at present that the Police station site will be available for residential purposes. In the meantime a non-material amendment has been granted (4/00720/18/NMA) to the outline permission to allow the discharge of all associated planning conditions on a phased basis.

4.6 The site is currently identified to be brought forward in two phases. The first phase involves the development of land to the north and west of Dacorum Way and subject to this application. A future second phase of development on the site of the Police Station can be brought forward separately.

4.7 An additional application has been submitted to extend the site further north and provide an additional 26 parking spaces (4/01474/18/FUL) Despite the land being within

the ownership of the Council this does not need to be referred to committee in accordance with the scheme of delegation. This application has been recommended for approval and should be granted by the time of committee.

5 Proposal

5.1 The site benefits from outline planning permission for up to 207 residential units and retail space up to 375 square metres. This application seeks approval of all reserved matters identified under Condition 1 of planning permission 4/03624/14/MOA together with a number of pre-commencement planning conditions. The reserved matters comprise secondary access, appearance, layout, and scale with full details set out in conditions 4, 5 and 6 thereto. These matters are submitted in relation to the first phase of development only and exclude the Police Station site to the rear of The Forum building. The quantum of development has been reduced accordingly.

5.2 The application seeks planning permission for the development of 150 flats and 294 square metres of retail floorspace on this land with access off Dacorum Way (south). In accordance with the original legal agreement, the site would provide for some 53 affordable homes incorporating some 40 units for rent and 13 units for shared ownership. These would be a mix of 1 and 2 bed units. This is broadly the area identified by buildings C and D in the illustrative layout to the outline permission and similar in unit numbers

5.3 The development would involve the construction of three blocks of flats on a podium level with undercroft parking for up to 150 vehicles. The levels on the site fall a full storey from the Marlowes to the river Gade providing for parking and access under the building. The bin storage would be located within this lower ground level where it would be accessible from Dacorum Way. Retail floorspace would be provided at ground/podium level to the Marlowes frontage. Flats would be orientated north to south and would form two internal courtyards. The eastern courtyard area would contain a play space for children and drying facilities whilst the more private western courtyard would provide a landscaped courtyard and seating area.

5.4 Block A (Gade Building) would be located adjacent to the river Gade and would extend to some 6 storeys in height with the top floor recessed from the rear elevation. This building would be cranked to address the river Gade and provide a riverside walk/amenity area. This building is set back with a generous open landscaped environment alongside the river bank. This would exceed the Environment Agency's requirements for an 8m buffer to the river Gade. Some steps would rise from the lower ground level and provide connections with the amenity spaces within the western courtyard. The other blocks, B and C, would run parallel to the Marlowes

5.5 .Block B (Central Block) would be located towards the centre of the site and would be slightly taller extend to some 6 storeys above the podium level. This would comprise a mix of both affordable housing and open market units.

5.6 Block C (Marlowes Block) would be located adjacent to the Marlowes and would provide retail space and five flats at podium level with four floors of residential floorspace above. This building has been set back from the frontage of the Forum building and has a comparable shoulder height with this building. The top floor would be set back from the main elevation and provide a small terrace for use by the flats at roof level. The block would comprise affordable housing units.

5.7 The application also seeks to discharge all pre-commencement planning conditions as they relate to this phase of development and covering the following matters:

- Condition 8 - Tree Protection
- Condition 9 - Sustainability and Energy Statement
- Condition 16 - Phasing Plan
- Condition 17 - Construction Management Plan
- Condition 18 - Surface Water Disposal from new access and parking areas.
- Condition 19 - Hardstanding
- Condition 21 - Secondary Access
- Condition 22 - River Gade Corridor
- Condition 23 - Surface Water Drainage
- Condition 28- Site Waste Management Plan

6. Policies

6.1 National Policy Guidance

National Planning Policy Framework (NPPF)
National Planning Guidance

6.2 Adopted Core Strategy

- NP1 - Supporting Development
- CS1 - Distribution of Development
- CS2 - Selection of Development Sites
- CS3 - Managing Selected Development Sites
- CS4 - The Towns and Large Villages
- CS8 - Sustainable Transport
- CS9 - Management of Roads
- CS10 - Quality of Settlement Design
- CS11 - Quality of Neighbourhood Design
- CS12 - Quality of Site Design
- CS13 - Quality of Public Realm
- CS15 - Office, Research, Industry, Storage and Distribution
- CS16 - Shops and Commerce
- CS17 - New Housing
- CS18 - Mix of Housing
- CS19 - Affordable Housing
- CS23 - Social Infrastructure
- CS25 - Landscape Character
- CS26 - Green Infrastructure
- CS27 - Quality of the Historic Environment
- CS28 - Carbon Emissions Reductions
- CS29 - Sustainable Design and Construction
- CS31 - Water Management
- CS32 - Air, Water and Soil Quality
- CS33 - Hemel Hempstead Urban Design Principles
- CS35 - Infrastructure and Developer Contributions

6.3 Saved Policies of the Dacorum Borough Local Plan

Policies 10, 12, 13, 18, 21, 33, 42, 48, 51, 54, 57, 58, 61, 62, 63, 64, 69, 76, 79, 99, 100, 111, 113, 118 and 129
Appendices 1, 3, 5, 6 and 8

6.4 Supplementary Planning Guidance / Documents

Accessibility Zones for the Application of Car Parking Standards (July 2002)
Affordable Housing (Jan 2013)
Energy Efficiency & Conservation (June 2005)
Environmental Guidelines (May 2004)
Gade Zone Planning Statement (April 2012)
Hemel Hempstead Town Centre Masterplan 2011-2021 (Gade Zone)
Water Conservation & Sustainable Drainage (June 2005)

7. Constraints

- Flood Zone 2 and 3
- Town/Local Centre

8. Representations

Consultation responses

8.1 These are reproduced in full at Appendix A

Neighbour notification/site notice responses

8.2 These are reproduced in full at Appendix B

9. Considerations

Policy

9.1 The Site Allocations DPD was adopted in July 2017 and provides detailed requirements for particular sites which it expects to be crucial to the delivery of the Core Strategy. The site is included in Proposal MU/1 as part of the wider Gade Zone. The Gade Zone is expected to delivery of a replacement college, new public service quarter (The Forum) and between 500-600 homes guided by the Town Centre Masterplan (Gade Zone) and associated Gade Zone Planning Statement.

9.2 These documents focus on delivering homes and public services, delivering high quality design, improvements in the public realm and enhancing pedestrian and cycle routes and movements within and around the town centre.

9.3 As the application seeks to discharge reserved matters associated with the outline planning permission for this site and associated conditions each of these will be discussed in turn below:

Access

9.4 Proposals for access to the site include access to and within the site, for vehicles, cycles and pedestrians, the treatment of access and circulation routes and how these fit

into the surrounding access network. Such matters are considered in accordance with Policies CS8, CS12 and CS33 of the Core Strategy and saved policies 57, 58 and 62 and Appendices 3 and 5 of the Dacorum Borough Local Plan 1991-2011.

9.5 The outline planning permission approved a main vehicular access to the site to be taken from Combe Street and using a simple priority controlled junction. The existing two-way vehicle junction of Dacorum Way with Marlowes would then be changed to allow exit only and access to the Forum would also be changed in line with the proposals.

9.6 It is now envisaged that access to the first phase of development will continue to be taken from Dacorum Way albeit with a slight realignment of Dacorum Way and with a modified junction between Dacorum Way and Marlowes. The realigned Dacorum Way will comprise a 5.5m wide carriageway with 1.8m footways present along both sides of the road but would retain existing parking and service bays adjacent to The Forum building.

9.7 Access to Dacorum Way in its north-south and east-west alignments is required to be retained throughout the development as an identified blue light route for police vehicles between Combe Street and Marlowes. To prevent traffic associated with the development exiting the site and travelling along Dacorum Way to join Combe Street it is therefore proposed to construct a footway build out with 'No Entry' signage. The applicants are also required to retain parking and service bays for the Forum during construction

9.8 The vehicular access arrangements described above have been subject to discussions with the highway authority who have confirmed them as being acceptable. The use of Dacorum Way to serve a development of this scale is appropriate and should not give rise to conditions prejudicial to matters of highways safety.

9.9 The proposed development would provide a gated undercroft parking area in which a total of 124 parking spaces (including 15 disabled parking bays) would be provided. A complementary planning application is submitted on land to the north to increase this provision to a total of 150 spaces (4/01474/18/FUL) The application for reserved matters approval would provide a parking ratio of 0.8 spaces per dwelling marginally below the maximum parking standard of 1 space per unit as set out in saved Appendix 5 of the Dacorum Borough Local Plan 1991-2011, whilst the later application, if implemented, would meet the required standard. No designated service space or staff parking would be provided for the retail use, although they would be capable of being served by existing loading/unloading bays and public parking facilities within the town centre.

9.10 The site is located in an area with good access to public transport and includes measures to improve use of more sustainable methods of travel. The allocation of parking associated with the residential and retail use of the site is therefore considered to be acceptable under Policies CS8 and CS12 of the Core Strategy and saved Appendix 5 of the Dacorum Borough Local Plan 1991-2011. It should be noted that Policy 55 of the Saved Local Plan states "Car free residential development may be considered in high accessibility locations. Parking provision may also be omitted or reduced on the basis of the type and location of the development (e.g. special needs/affordable housing, conversion or reuse in close proximity to facilities, services and passenger transport)." Such an approach would be appropriate within a town centre environment.

9.11 The application also seeks to improve the environment for pedestrians and cyclists

in accordance with the access and movement objectives in Policy CS33 of the Core Strategy. The proposals provide good pedestrian and cycle links through the site, directly connecting the Marlowes with the river Gade, providing a river walk/cycleway and facilitating the opportunities to create cross link to future development parcels from Combe Street to north of the site and beyond to Gadebridge Park. Cycle parking, in covered and secure cycle stores, are incorporated at ground level of the proposals.

9.12 Refuse storage including recycling is proposed to be located within the underground car park in the vicinity of Dacorum Way. It has been demonstrated that refuse vehicles can access the site and stores via Marlowes before manoeuvring and exiting the site in forward gear.

Layout and Appearance

9.13 A number of layouts were investigated through the pre-application process and in conjunction with Council officers. The current proposals for three residential blocks orientated on a north-south axis and parallel to the Marlowes is the result of these discussions and builds upon a number of key design principles, responding to the site context, set out in site specific policies and fundamental to the layout and design of the proposals.

9.14 The individual buildings are arranged to provide a strong streetscape to both the Gade and Marlowes frontages of the site and with a view to providing generous courtyards between buildings orientated north-south to maximise daylight and sunlight. This arrangement allows for the formation of pedestrian routes around and through the site creating a high degree of permeability and public access to a wider pedestrian and cycle networks identified in the Town Centre Masterplan. The creation of a podium level exploits the natural topography of the site and provides a concealed and naturally ventilated parking area within the site. This approach does not allow large expanses of parking to dominate the residential environment to the detriment of its appearance and also facilitates the provision of a range of external amenity spaces.

9.15 The siting of Blocks A (Gade) and Block C (Marlowes) are fundamental to the design. Block A (Gade) is sited to provide sufficient distance to the river Gade and has a scale and height appropriate to avoid overshadowing to the river course. It is located over 35m from existing residential properties facing Leighton Buzzard Road which are much smaller in scale and with a view to providing a satisfactory relationship thereto. This also allows substantial improvements to the riverside environment enhancing pedestrian and cycle links through the wider Gade zone. Block C (Marlowes) meanwhile is set back marginally from the frontage of the Forum reinforcing the importance of this civic building whilst developing a strong streetscape along the Marlowes. This is enhanced through the inclusion of retail floorspace at ground level and a more active frontage. Block B would be located centrally to the site and divide the Podium level into two distinct courtyards. This would be approximately 26m from Block A (Gade) and 23m from Block C (Marlowes)

9.16 The three blocks would be constructed from a simple palette of materials selected to relate to the Forum, its colour tones and textures. The blocks are articulated to reduce their respective massing with vertical breaks, contrasting brickwork and detailing.

9.17 The concerns of the Conservation and Design officer, have been considered through a specific design meeting, and it is considered that the bulk of objections have

been addressed through both amendments to the elevations and design details of the scheme. These include a reduction in the height to Block C (Marlowes), extending the lower ground rustication over ground (to all blocks) and first floor levels (to Block C), the provision of studded brickwork patterns at top floor level and rationalisation and recessing of fenestration. The extension of the lower ground rustication helps to relieve the massing whilst adding studded brickwork patterns provides subtle shadowing to the facade to the Marlowes.

9.18 Other design concerns may be addressed through planning conditions and as agreed with the applicants. These would include resolving window materials, shop front treatments and entrance and railing details. The applicants are still required to submit materials under the terms of the outline permission and initial discussions have taken place regards the provision of a sample wall with window being erected at site for approval. An updated comment from the Conservation Officer will be incorporated within the addendum.

9.19 The details of appearance and layout extend to the provision of a range of amenity spaces including functional amenity space for dwellings, communal outdoor drying areas for flats and toddler play space. The majority of flats benefit from having access to either a balcony or directly onto the podium/riverside walk with clear communal use of both internal courtyards within the scheme. This creates a series of amenity spaces with differing amenity functions. The courtyards are detailed in the Landscape Design Report. This establishes that the western courtyard will provide a more informal and quieter outdoor garden area with ornamental grasses and semi-evergreen herbaceous planting. The eastern courtyard would be more active amenity space, planted with scented plants and contain both toddler play equipment, a designated area for rotary dryers and a store for dryers, all of which were required by conditions on the outline permission.

9.20 Details of crime prevention measures to be incorporated in the design of the development have not been submitted and will follow under the discharge of condition 26 of the outline approval. The comments of Hertfordshire Constabulary are therefore noted and can be addressed alongside the discharge of this condition.

9.21 The proposed development is considered to be a good quality development in accordance which reflects the aims and objectives of Policies CS11, CS12, CS13 and CS33 of the Core Strategy

Scale

9.22 The scale of the proposed development is considered to be appropriate having regard to the relatively height and mass of the Forum building, surrounding developments and changes to topography across the application site and in accordance with Policy CS12 of the Core Strategy. Finished levels on the application site are illustrated in relation to The Forum and existing datum levels in accordance with conditions 1 and 5 (Scale) of the outline planning permission.

9.23 The scale of the proposed scheme ranges from some five storey's on the Marlowes frontage to six floors of development above the Podium/Marlowes level (Block B). A lower ground level is created as land slopes down to the river Gade from the Marlowes. This scale of development, whilst exceeding that originally envisaged in the Town Centre Masterplan, has been carefully considered in terms of the relationship with neighbouring buildings and their impact on the surrounding area. The scale of Block C (Marlowes) and

its elevational treatment takes its lead from the adjacent Forum building and is comparable in height and bulk. This would be mirrored to Block A (Gade) albeit with accommodation formed at lower ground level and as a result in changes in topography. A higher building can be successfully integrated centrally to the application site in the form of Block B (Central) without dominating courtyard and amenity areas.

9.24 The scale of development is considered to be acceptable in accordance with Policies CS12, CS13 and CS27 of the Core Strategy.

Impact on Heritage Assets

9.25 The application has been accompanied by a Heritage Statement. This identifies the relative heritage value of the identified heritage assets around the site and contains an impact assessment considering the potential impact of development on the significance of heritage assets including the contribution made by their setting. Such an approach is required in order to satisfy the provisions of Sections 16(2), 66(1) and 72(1) of the Planning (Listed Buildings & Conservation Areas) Act 1990 and the NPPF.

9.26 The impact of the development upon heritage assets has been considered to range from none (in the case of St.Mary's church) to a minor adverse impact; notably on the setting of 51 Marlowes (Grade 2), Old Marlowes House (Grade 2*), and Little Marlowes House (Grade 2) either side of the Midland Road/Marlowes junction. These aspects of negligible and minor adverse impact are considered to represent less than substantial harm in the context of the NPPF.

9.27 The proposed development is not considered to result in significant harm to the character and appearance, including setting, of nearby listed buildings in accordance with Policy CS27 of the Core Strategy and the NPPF. The benefits of regenerating this site, providing high quality new homes and affordable homes and providing a riverside walk to the Gade would weigh in favour of the grant of planning permission in accordance with paragraph 196 of the NPPF.

Impact on Trees

9.28 A number of trees identified on the initial tree survey of the site have already been felled (T20 to T30) given works within the locality of the old Civic Centre site. It is thus prudent only to assess the impact of development upon remaining trees and ensuring their protection for the duration of construction. Two trees, T18 (Common Alder) and T19 (Lime) are identified in the bank of the river Gade and adjacent to the proposed Block A (Gade) These trees are in reasonable condition and will be protected for the duration of construction by protective fencing as indicated on drawing J49.43/2 and by the laying of ground protection measures.

9.29 In accordance with the submitted Arboriculture report some pruning of the Lime will be required to ensure an appropriate relationship with the new building and path. Accordingly it is suggested that the outer crown to the east of the tree is reduced by 2m and the tree reshaped. Such works are not considered to result in significant harm to the tree and would be acceptable under Policy CS12 of the Core Strategy.

Landscaping

9.30 The application is accompanied by an Arboriculture report, Landscape Design

Report (TM31R06B) and Landscape Management and Maintenance Plan (TM341R08) (both by Turkingtonmartin) setting out full details of the soft and hard landscaping proposals for the application site including tree protection, planting species and schedules, lighting proposals and details of associated artefacts within the landscaped sections of the site. A number of distinctive areas would be created as set out below:

Gade Corridor

9.31 The Gade Corridor is not only part of the landscaping proposals for the site, but is subject to a discharge of a planning condition in its own right. The Gade Corridor is designed for pedestrians and cyclists as a traffic free route alongside the river Gade between the Water Gardens to the south and Gadebridge Park to the north. A sinuous resin bound gravel path providing a joint foot and cycle way would be provided at the edge of the river bank with private terraces created to lower ground level residential units within Block A (Gade) The Gade corridor provides an opportunity for cultivation with native wildflower species that appears to have been missed.

Dacorum Way

9.32 Dacorum Way has a simple tarmac finish leading from the Marlowes to the Gade corridor. The primary focus of the area is access and movement with a pedestrian path introduced on either side of Dacorum Way.

The Marlowes

9.33 The treatment of the Marlowes to the east of the development will see a continuation of the mixed tone block paving to the south of the site and adjacent to the Forum.

Courtyards

9.34 Two large, south facing residential courtyards are created within the scheme at podium level. The eastern courtyard would adopt a striking asymmetric layout with a path cutting between raised artificial lawns. A play area is located within this courtyard together with a significant paved area for drying. The western courtyard would have a large lawn surrounded by a resin bound gravel path, seating areas and planters. Plants have been selected to provide year round visual interest and planters will be structured to provide layers of plant coverage with higher screening plants closer to private terraces. The courtyards will be lit with low level bollard lights with column lights to Dacorum Way and areas of adopted highway.

9.35 These landscaping proposals are considered to be satisfactory in accordance with Policies CS12 and CS13 of the Core Strategy and should result in a high quality residential scheme.

Construction Management Plan

9.36 The applicants have provided a Construction Management Plan with the submitted planning documents addressing the requirements of condition 17 of the outline permission. This sets out how deliveries to the site will be managed including restrictions of delivery operations, preferred delivery routes and designated on site material storage areas. The intention is to operate a one-way system through the site exiting via the land

to the rear of the old Civic Centre. Vehicular and pedestrian uses of the site will be segregated. Wheel washing facilities are stated to be available at the site entrances and will be used to prevent debris onto the public highway.

9.37 It will be important to manage parking for contractors and deliveries during this process to ensure no disturbance to neighbouring uses. Parking for contractors will be particularly difficult and will need to be shifted within the red outline area as works progress. The intention will be to utilise land within the lower ground level once the basement level has been provided and this would be access this off Dacorum Way. The information submitted in relation to this condition is considered to be satisfactory.

Site Waste Management

9.38 The applicants also set out proposals for Site Waste Management to address the requirements of condition 28. The developers use BRE 'SMART waste' software to plan and manage construction waste as set out in the supporting documents. The development has been designed with standard dimensions and repetitive floor plans to allow for ease of construction and the most efficient uses in materials. Construction waste will be segregated where possible on site and sent for recycling where appropriate. Where mixed waste is unavoidable these skips will be sent to local transfer stations for sorting off-site.

9.39 The submitted Site Waste Management Plan is considered to be satisfactory in accordance with CS28 of the Core Strategy.

Sustainable Construction

9.40 A Energy and Sustainability Statement has been submitted with the application to discharge condition 9 of the outline planning permission and respond to requirements within Policies CS28 and CS29 of the Dacorum Borough Local Plan 1991-2011. The approach to construction follows the energy hierarchy in Figure 16 of the Core Strategy; namely 'Be Lean, Be Clean and Be Green'

9.41 The main aim of the statement is to reduce energy consumption (Be Lean) with carbon savings being delivered by maximising the energy efficiency of the building fabric (highly insulated), providing low air permeability to prevent heat loss, low energy lighting systems and through highly efficient building services comprising a communal heating system (gas boiler) with smart meter. Materials have been selected to exceed the limiting fabric parameters of Part L1a of the Building Regulations and thus reduce CO2 emissions over Part L of the Building Regulations. Communal gas boilers will supply energy efficiently from a Plant room at the lower ground level. (Be Clean)

9.42 Water consumption will be regulated with flow regulators on water fittings including those relating to wash basins, sinks and showers. In addition low water use sanitary fittings including dual flush WC and low water use white goods.

9.43 This approach is considered to be appropriate and would satisfy the requirements of Policies CS28, CS29 and CS31 of the Core Strategy.

Drainage Strategy

9.44 A Drainage Strategy for the site has been supplied to address the requirements of

pre-commencement conditions 18 and 23 of the outline permission and is summarised below. The drainage strategy for the site has been agreed with Thames Water as the key infrastructure provider.

9.45 The Drainage Strategy is based upon the use of an attenuated Blue Roof Crate System overlain with an extensive Sedum mat systems on the roof of all three residential towers. This provides the bulk of attenuation storage for the development and is supplemented by a geocellular crate system below the lower ground car park. Rainfall across the three tower block green roof areas and two courtyard podium slab areas will percolate down through the surfacing before passing through a drainage layer and into the crate storage system. The drainage for the site is based on the information provided at the outline stage and incorporate a Sustainable Urban Drainage system (SuDS) prior to being discharged. Surface Water will be discharged into the Thames Water adopted sewer network in accordance with earlier Aecom FRA proposals and at an approved flow rate.

9.46 Foul Water drainage will be discharged by gravity to the Thames Water public sewer as agreed with Thames Water. Thames Water have confirmed that the sewer system can accommodate the necessary foul flows from the development and agreed a discharge point as set out within the associated plans.

9.47 The drainage strategy is considered to be appropriate addressing the requirements of conditions 18 and 23 and meeting the requirements under Policies CS12 and 31 of the Core Strategy.

Developer Contributions

9.48 Policy CS35 of the Core Strategy requires all new developments to provide or contribute to the provision of the on-site, local or strategic infrastructure required to support the development either in kind or through financial contributions. In this case, the applicants will be required to pay contributions (and any other requirements) to the Council and County Council in accordance with the terms of the legal agreement attached to 4/03624/14/MOA. This agreement and approval pre-dates the introduction of the Community Infrastructure Levy. As such no CIL charges will be levied against the proposals.

9.49 This agreement covers:

- The provision of a minimum of 35% affordable housing for rent (75%) and shared ownership (25%).
- A scheme for the provision of the River Gade walk and cycleway (including adjacent landscaped corridor) and street planting in Combe Street, including a commuted sum towards the ongoing maintenance of that provision.
- Provision of a phasing plan for construction of the development.
- Financial contributions in accordance with Table 2 of the "Planning Obligations Guidance - Toolkit for Hertfordshire (Hertfordshire County Council's requirements) January 2008 " as follows:
 - Primary Education - To be secured towards expansion of South Hill School.
 - Secondary Education - To be secured towards expansion of the Hemel Hempstead School.
 - Youth Facilities - To be secured towards the improvement of the Bennetts End Youth

Club and Outreach facilities

- Libraries - To be secured towards the provision of facilities for under 5's at the Hemel Hempstead library
- Pooled 'second strand' financial contribution of £114,000, in accordance with the "Planning Obligations Guidance - Toolkit for Hertfordshire (Hertfordshire County Council's requirements) January 2008 "to be used as a contribution towards the following scheme and measures:
- Improvements to the junction of the A4146 Leighton Buzzard Rd and Combe St
- Improvements to the junction of the A4146 Leighton Buzzard Rd and Queensway
- Pedestrian environment improvements on Queensway, Combe Street and Marlowes
- Cycle route and parking improvements on Queensway, Combe Street and Marlowes
- A Travel Plan in accordance with the HCC Travel Plan Guidance.
- Provision of fire hydrants.

10. Conclusions

10.1 The proposals would provide a high quality residential led regeneration scheme for this important town centre site and an appropriate evolution of the design principles, aims and objectives set out by the grant of outline planning permission for the development of the site.

10.2 The proposals, as set out in the planning application, would broadly comply with all relevant development plan policies relating to the site and provides satisfactory information in relation to a number of technical planning matters such as drainage and sustainable construction which are required prior to the commencement of construction works.

10.3 Planning permission may only be granted upon the expiry of a statutory consultation period (28th September 2018) and in accordance with the recommendation below.

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

Conditions

No	Condition
1	<p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>21687-XX-07-099 Revision D (GA Lower Ground Floor Plan) 21687-XX-07-100 Revision D (GA Upper Ground Floor Plan) 21687-XX-07-101 Revision D (Level 01 Plan) 21687-XX-07-102 Revision D (Level 02 Plan) 21687-XX-07-103 Revision D (Level 03 Plan) 21687-XX-07-104 Revision D (Level 04 Plan) 21687-XX-07-105 Revision D (Level 05 Plan) 21687-XX-07-106 Revision D (Roof Plan) 21687-XX-07-110 Revision D (North Elevation) 21687-XX-07-111 Revision D (East Elevation) 21687-XX-07-112 Revision D (South Elevation) 21687-XX-07-113 Revision D (West Elevation)</p>

	<p>21687-XX-07-114 Revision D (Gade Block (A) North Elevation) 21687-XX-07-115 Revision D (Gade Block (A) East Elevation) 21687-XX-07-116 Revision D (Gade Block (A) South Elevation) 21687-XX-07-117 Revision D (Gade Block (A) West Elevation) 21687-XX-07-118 Revision D (Central Block (B) North Elevation) 21687-XX-07-119 Revision D (Central Block (B) East Elevation) 21687-XX-07-120 Revision D (Central Block (B) South Elevation) 21687-XX-07-121 Revision D (Central Block (B) West Elevation) 21687-XX-07-122 Revision D (Marlowes Block (C) North Elevation) 21687-XX-07-123 Revision D (Marlowes Block (C) East Elevation) 21687-XX-07-124 Revision D (Marlowes Block (C) South Elevation) 21687-XX-07-125 Revision D (Marlowes Block (C) West Elevation) 21687-XX-07-126 Revision D (Typical Bay - Gade Block) 21687-XX-07-127 Revision D (Typical Bay - Central Block) 21687-XX-07-128 Revision D (Typical Bay - Marlowes Block) 21687-XX-07-130 Revision D (Section A-A and B-B) 21687-XX-07-131 Revision D (Section C-C and D-D) 21687-XX-07-140 Revision D (Location Plan) 21687-XX-07-142 Revision D (Site Plan)</p> <p>471318-PEP-SWFWDS - Version 1.1 (Drainage Strategy) 471318-PEP-00-ZZ-DR-C-1200 (Below Ground Drainage) 471318-PEP-00-ZZ-DR-C-1201 (Drainage Layout to Upper Ground Floor Podium Deck) 471318-PEP-00-ZZ-DR-C-1202 (Drainage Roof Level) 471318-PEP-00-ZZ-DR-C-1205 (Storm and Foul Drainage Manhole Schedule) 471318-PEP-00-ZZ-DR-C-1206 (Drainage Construction Details)</p> <p>Arboriculture Method Statement TM341R06 D (Landscape Design Report - August 2018) TM341R08 (Landscape Management and Maintenance Plan Revision A - June 2018) TM341L01 B (Illustrative Landscape Plan) TM341L04 B (Materials GA - RMA Phase 1) (Hard Landscaping) TM341L05 B (Planting GA - RMA Phase 1) TM341L06 B (Levels GA - RMA Phase 1)</p> <p>14027-1-C (Lighting Strategy Layout Diagram by DW Windsor)</p> <p>ESS/TG/201805- BC (Energy & Sustainability Statement by NRG Consulting - May 2018)</p> <p>The 'GADE' Logistics and Phasing Plan by Hill Transport Management Plan (TMP) by Hill Site Waste Management Plan (SWMP) by Hill</p> <p>M1 R1 (Basement Services Routing by Hill)</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p>
2	Notwithstanding the landscaping details hereby approved, further details of the fencing, entrance gates and railings shall be submitted to and approved in

	<p>writing by the local planning authority prior to the occupation of any residential unit.</p> <p>The landscaping works shall be implemented in accordance with a programme of implementation included in the Construction Management Plan unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: To ensure the implementation of the approved landscaping scheme and a satisfactory appearance to the development in accordance with Policies CS12 and CS13 of the Core Strategy.</p>
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Appendix A

Consultation responses

Hertfordshire Constabulary

Initial Plans

Whilst not opposed to this development, I am struggling to find Security or Crime Prevention measures mentioned in the Design and Access Statement. I would ask that the entire development be constructed to the police minimum security standards in Secured by Design. This would meet the requirements of Part Q of the Building Regulations and mitigate any concerns regards access control, compartmentalisation and security. The following points would be applicable:

Layout - This is satisfactory

Communal door sets - These should be certified to BS PAS 24: 2016, or LPS.1175

Access Control to block of flats - Each block has more than 25 flats off a communal entrance; the SBD standard is for the communal entrance doors to have an access control system. Audio Visual. Tradespersons release buttons are not permitted.

Postal delivery for communal dwellings (flats) - Communal postal boxes within the communal entrances , covered by the CCTV or each flat will have post delivered to it via a letter plate fitted in each flat's door., with the local Posta Officer being given an access fob.

Individual front entrance doors of flats - These should be certified to BS PAS 24:2016

Windows - Ground floor windows and those easily accessible certificated to BS Pas 24:2016 or LPS 1175 French doors for balconies.

Dwelling Security Lights - These should be provided at communal entrance hall, lobby, landings, corridors and stairwells, and all entrance/exit points.

Bin stores / Plant Room - The access doors to these should be to LPS.1175, or BS PAS 24: 2016.

Basement car Park - An access control system must be applied to all vehicular and

pedestrian entrances to prevent unauthorised access into the car park (To stop anti-social behaviour or rough sleeping)

Larger developments can suffer adversely from anti-social behaviour due to unrestricted access to all floors. To curtail this either use Controlled lift access or Dedicated door sets to prevent access between the stairwells/lift and communal corridors. Secured by Design recommends no more than 25 flats should be accessed via either of the access control methods.

Hertfordshire Ecology Unit

These comments are restricted to landscaping matters only. Whilst we accept the desire and need for formal and hard landscaping in heavily used areas, we are disappointed that in their desire to create a '*seamless river bank condition*' that wild, native species have been omitted from the planting proposals and horticultural varieties used instead. Furthermore, the management regime would seem to promote the maintenance of closely mown lawns throughout, providing a very formal character which limits its ecological potential.

Although the area available is only modest, the chance to establish a natural, more resilient, riparian and emergent vegetation communities associated with the river Gade has not been proposed, which misses the opportunity to secure a modest biodiversity gain as explicitly encouraged by the NPPF. The current corridor is relatively poor other than within the channel itself.

Consequently we recommend that before the landscaping is approved, the landscape proposals are amended accordingly to develop and enhance the river corridor ecology through the site

Hertfordshire 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:

Condition 1: Demolition and Construction Traffic Management Plan

Demolition of the existing buildings and the construction of the development hereby approved shall not commence until a Demolition and Construction Traffic Management Plan has been submitted to and approved in writing by the LPA. Thereafter, the demolition of the existing development and construction of the approved development shall only be carried out in accordance with the approved Plan.

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

Condition 2: Detailed Design Drawings

No development shall commence until full details (in the form of scaled plans and / or written specifications) have been submitted to and approved in writing by the Local Planning Authority to illustrate the following:

- i) Roads, footways, cycleways, foul and on-site water drainage.
- ii) Roads and footway.
- iii) Foul and surface water drainage.
- iv) Visibility splays.
- v) Access arrangements.
- vi) Parking provision in accordance with adopted standard.
- vii) Loading areas.
- viii) Turning areas.

Condition 3: Provision of Parking and Servicing Areas

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

Reason: To ensure the permanent availability of the parking /manoeuvring area, in the interests of highway safety.

Condition 4: 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 LPA. It shall include the following:

- Details of car parking allocation and distribution;
- Details of the car club regarding the operation, management, and implementation scheme;
- Methods to minimise on-street car parking;
- A scheme for the provision and parking of cycles; 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 LPA.

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 LPA, 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.

Condition 5: Servicing and Delivery Plan

The Servicing and Delivery Plan shall contain the delivery and servicing requirements (including refuse collection) for the proposed uses, a scheme for coordinating deliveries and servicing for the proposed development, areas within the development site that would be used for loading and manoeuvring of delivery and servicing vehicles, and access to / from the site for delivery and servicing vehicles.

Reason: In the interests of maintaining highway efficiency and safety.

Condition 6: Wheel Cleaning Facilities

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

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

Condition 7: Cycle Parking

No development shall commence until a scheme for the parking of cycles has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport.

HIGHWAY INFORMATIVES:

HCC recommend inclusion of the following Advisory Notes (ANs) to ensure that any works as part of this development are carried out in accordance with the provisions of the Highways Act 1980 and other relevant processes.

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

AN2) Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.

AN3) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

AN4) Construction standards for works within the highway: All works to be undertaken on the adjoining highway shall be constructed to the satisfaction and specification of the Highway Authority, by an approved contractor, and in accordance with Hertfordshire County Council's publication "Roads in Hertfordshire - Highway Design Guide (2011)". Before works commence the applicant would need to apply to the Highway Authority to obtain their permission and requirements.

Section 184 or 278 Agreement

Any works within the highway boundary (including alterations to the footway and the proposed site access) would need to be secured and approved via a S278 or S184 Agreement, whichever is most suitable, with the Hertfordshire County Council.

S106 Agreement / Community Infrastructure Levy

Dacorum Borough Council has adopted the Community Infrastructure Levy (CIL) and therefore contributions towards local transport schemes would be sought via CIL if appropriate.

Contributions will be sought for upgrades to the bus stop located on Marlowes to the east of the site which would be improved with the addition of an electronic display screen which would cost £8000. Contributions will also be sought for upgrades to the bus stop located south of the site on Combe Street which would be improved with easy access kerbing to enhance the accessibility of the stop. This has a cost of £8000.

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 and engaging in any Travel Plan Review. These fees would be sought via a Section 106 Agreement.

Description of the Proposal

An outline application for a residential development (up to 207 units) and ancillary retail unit (up to 375 sqm) with all matters reserved except for the strategic access onto Combe Street was granted permission in December 2014. This application is for the submission of reserved matters including secondary accesses, appearance, landscaping, layout and scale for a first phase of 150 flats and 294sqm ancillary retail floorspace. This application varies slightly from the outline planning permission as the unit numbers and retail have been reduced as the site area does not now include the police station and its associated land at the south of the site. This application is for the first phase of development.

Site Description

The development site is located within Hemel Hempstead town centre, approximately 400m north west of Hemel Hempstead Hospital and 500m north of The Marlowes Shopping Centre. The site is bordered by a Council Building to the north, by Marlowes to the east, Combe Street to the south and River Gade to the west. Adjacent to the access road from Combe Street is Hemel Hempstead Police Station to the west and The Forum to the east. Combe Street and Marlowes are unclassified Local Access Roads.

Analysis

A Design and Access Statement (DAS) is required for all planning applications that have an impact on the highway, as outlined in Roads in Hertfordshire: Design Guide (3rd Edition), this has been provided by the applicant.

Policy Review

The applicant has provided evidence of consideration of policy documents in the outline application submission, including the following:

- Hertfordshire County Council Local Transport Plan 3 (LTP3) 2011-2031
- HCC Active Travel Strategy (April 2013)
- HCC Rail and Bus Strategy

Whilst this is considered acceptable, HCC typically requires that the applicant provide evidence of review of the following documents as well:

- National Planning Policy Framework (NPPF);
- Planning Practice Guidance (PPG);
- Manual for Streets (2007).

Trip Generation

Trip Generation was assessed as part of the granted outline application. The number of dwellings and size of the retail unit are less than the outline application; therefore, it would be expected that the number of trips generated would be less than the agreed outline application. As a result, there is no need to reassess trip generation and provide new forecasts.

Impact on the Highway Network

As noted in the trip generation section, the impact on the highway network was assessed as part of the granted outline application. The number of dwellings and size of the retail unit are less than the outline application; therefore, it would be expected that the impact on the highway network will be less than the agreed scheme. As a result, there is no need to reassess the impact on the highway network.

Highway Safety

Personal Injury Accident (PIA) data has been sourced from 'crashmap' for a period covering the past five years from 2013-2017, encompassing the local highway network surrounding the site. Over the study period, there were a total of 17 incidents, with 15 classified as slight and 2 classified as serious, with no fatalities. One of the serious incidents occurred on the Combe Street / Leighton Buzzard Road roundabout junction to the west of the site, the other occurred on the Combe Street / Marlowes roundabout junction to the east of the site. Both these incidents involved one casualty and one vehicle. There does not appear to be a geographical clustering of incidents at a particular location within the study area. A review of the incidents suggests that they are, in the main, the result of driver error rather than a fault of the local highway network.

HCC considers that the lack of clusters of incidents suggests that there are no fundamental safety issues with the existing highway network.

Highway Layout

Access

During Phase 1 it is proposed that the existing vehicle access to the site would be maintained with access to parking and servicing areas accessible from both Combe Street and Marlowes via Dacorum Way. In Phase 2, the vehicle access on Combe Street would be consolidated to a single priority junction to the east of the Waterhouse Street

roundabout. The details of the strategic access on Combe Street have been approved as part of the outline planning application.

Delivery, Servicing and Refuse Vehicles

All delivery, servicing and refuse collection will take place within the site. As part of the submitted DAS the applicant has provided plans which identify the delivery, servicing and refuse collection arrangements. Temporary access for delivery and servicing will be via Marlowes, north of The Forum building. Final phase access will be via Combe Street. Delivery and servicing vehicles will park alongside Dacorum Way at the south of the site before accessing the residential apartments on foot.

Waste storage rooms will be provided for each block at undercroft level with storage provided for segregated recyclable and residual waste, access to waste storage rooms at undercroft level will be through central lift and stair cores. Refuse collection will be directly from Dacorum Way and will not require access to the undercroft parking area. Access to the waste storage rooms will be level and within the maximum carry distance provided within LPA guidance.

HCC considers the above delivery, servicing and refuse arrangements to be acceptable. A Servicing and Delivery Plan would be conditioned to ensure that the development adheres to the above arrangements.

Parking

Car parking spaces are to be provided in the undercrofts located underneath each block, and will be accessed via Dacorum Way. A total of 124 spaces is to be provided within the application site, including 15 disabled spaces. An additional 26 spaces will be provided in the area to the north of the site which is subject to a separate planning application. The overall number will therefore be 150 car parking spaces. Car parking bays will have minimum dimensions of 2.4m x 4.8m with 6m wide traffic aisles.

The DBC Parking Standards state that within residential zones 1 and 2, a maximum of 1 parking space per 1 / 2-bed units is to be provided. As this application is for 150 flats, the proposed level of parking is therefore in keeping with the maximum standards. It is unclear what the parking arrangements are to be for the retail element of the development, or whether it is to be car parking free. HCC notes that this information needs to be provided and the arrangement clarified.

The DAS submitted by the applicant as part of this reserved matters application states that covered secure cycle storage is to be provided in the area immediately to the north of the site which is subject to a separate planning application. DBC Parking Standards state that 1 long term cycle parking space is required per unit if no garage or shed is provided. The cycle parking provision will need to be in keeping with this standard.

HCC considers that the proposed car parking provision is acceptable. However, it is ultimately the decision of the Local Planning Authority (LPA) to determine the suitability of the proposed parking arrangements.

Accessibility

Public Transport

The closest bus stops to the site are located immediately adjacent to the eastern site boundary on Marlowes. The stop is on the western side of Marlowes and consists of a shelter with seating, a timetable and easy access kerbing. There is also a bus stop near the site's southern boundary, to the southern side of Combe Street. This stop consists of a flagpole only. These stops provide access to 14 bus services as well as 3 intercity services the stops are located immediately adjacent the site boundary. HCC notes that the site is therefore well served by regular bus services that provide access throughout Hemel Hempstead and further afield, making buses a viable method of travel for potential future residents of the development. Hemel Hempstead Railway Station is located approximately 1.8km to the south west of the site (29-minute walk or 9-minute cycle). The station is managed by London Northwestern Railway and includes facilities such as a shop, toilets and waiting rooms. Step free access and cycle parking are also available at the station. The station provides regular services to a variety of popular destinations, including London. There are approx. 5 direct services per hour to London Euston.

HCC concludes that the development site is in a highly sustainable location, the train station is beyond reasonable walking distance from the site but the journey can be undertaken comfortably on a bicycle. There are excellent opportunities for residents to use all modes of transport to access any necessary facilities.

Walking and Cycling

The locality has a flat gradient which is conducive to both walking and cycling. Hemel Hempstead town centre and many of its facilities are located within viable walking and cycling times (approx. 3 minutes and 1 minute respectively), such as The Marlowes Shopping Centre and Hemel Hempstead Hospital. The local roads in the vicinity of the site have footway provision along both sides, including Marlowes and Combe Street. The majority of crossing points have dropped kerbs and tactile paving, there are also formal pedestrian crossings to the south east of the site on Combe Street, and to the east on Marlowes. here are no formal cycling facilities within the vicinity of the development site. However, Marlowes and the other streets within the vicinity of the site are suitable for cyclist's due to the road width and the 30mph speed limit. HCC concludes that walking and cycling are viable travel options for potential future residents of the development and that the locality is conducive to both. The accessibility of the area is deemed suitable for the proposed level of development.

Travel Plan

HCC's Travel Plan Guidance states that a full Travel Plan is required for residential developments of over 80 units. The applicant will therefore need to provide a Residential Travel Plan prior to occupation of the site.

Construction

A Demolition and Construction Traffic Management Plan would be required to ensure construction vehicles would not have a detrimental impact on the vicinity of the site and a condition would be required to provide adequate parking for demolition and construction vehicles on-site to prevent on-street conflict and impacts to the highway safety. A Demolition and Construction Traffic Management Plan would be required for all phases of the construction, including demolition, excavation and construction of all

elements of the building.

Planning Obligations / Community Infrastructure Levy (CIL)

Dacorum Borough Council has adopted the Community Infrastructure Levy (CIL) and therefore contributions towards local transport schemes would be sought via CIL if appropriate. The bus stop located on Marlowes to the east of the site could be improved with the addition of an electronic display screen, display screens cost approximately £8000. The stop to the south of the site on Combe Street may not be suitable for a shelter; however, easy access kerbing could enhance the accessibility of the stop.

Summary

HCC as highway authority has reviewed the application submission and have no objections to the proposed development, subject to the aforementioned conditions. HCC has reviewed the relevant documents to assess the impact of the proposals on the local highway network's operation and safety. The trip generation rates are expected to be lower than those provided in the outline application as the scale of development has reduced. The collision data was reviewed and it was found that there were no clusters of collisions in the vicinity of the site that would likely be exacerbated by the proposed development. Therefore, it was found that the proposed development would not likely have a severe impact on the local highway network.

HCC Property Services:

I can confirm that we are aware of an existing S106 agreement dated 25th June 2015. The HCC Growth and Infrastructure Unit on behalf of education, childcare, library and youth services has no further comments to make on this variation although you may receive separate communications from the highways team.

Conservation and Design:

Initial Plans

The proposal involves the construction of 150 flats and ancillary retail. The site has changed a number of times over the 20th century. The 19th early 20th century buildings were cleared in the post war period as part of the new town redevelopment. This wider area incorporated the health centre, court house, police station, library and Pavilion space. To the north lay the town hall. The site is currently under demolition. The only building of this period that remains is the Police Station. To the south The Forum is the new civic centre and library within the Town. Opposite on the Marlowes little change has occurred and the site consists of villas now converted to a number of different uses.

We note the lack of a heritage impact assessment. Given that the proposal would impact on the setting of nearby listed buildings and to a lesser extent the conservation area of the old town it would be recommended that such a report be submitted.

It was noted that a number of pre application discussions took place for the site.

We are most concerned that advice given during the pre application stage does not appear to have been followed and that the proposal would appear to have become less

acceptable between showing officers revisions to the scheme and the current submission. We therefore cannot support the application and would recommend that it be refused.

Throughout the pre application period we have raised concern about the height of the front block to the Marlowes. Concerns were raised that it would be overly dominant within the streetscape and detract from the Forum. The proposal would appear to have increased the height of this block. The fourth floor now sits higher than the line of the horizontal sun shading to the forum. This is completely unacceptable and the building should site at the most at this horizontal height. We previously noted our concerns with the increase in height of the set-back top storey of the building. This set back as previously stated is not substantial and we would be concerned that the visual break would have a relatively limited impact when considering the wider streetscape and its impact on the general heights of the area. As previously mentioned this element needs to be reviewed and if a 5th floor is desired the setback increased substantially.

We are also most concerned about the fenestration and pattern of brickwork proposed. The visual interest to this elevation seems to have been reduced from what was seen at pre application stage. A strong plinth element covering the ground and first floor now is only reflected in the pilasters of the shopfronts. The top floor brickwork now appears to lack detail with minor visual interest being noted within some of the blind windows. The more ornate brickwork proposal designed to create the shadow line appears to have been removed. This has not enhanced the proposals. We are also concerned that the pattern of fenestration goes away from initial concept and discussion about the wider streetscape. A strong vertical emphasis would be preferred highlighting the rhythm of the earlier properties as well as the forum. We would be concerned that the proposed fenestration results in a more horizontal emphasis. In addition it would be questioned as to the depth of the set back to the windows. This appears somewhat standard and not the more substantial recess previously discussed at the pre application stage.

It would also be questioned in relation to this block and also to the rear block if the access area to the gardens / Gade walkway should have the plinth brick detail as they are part of the overall design context. This would help both elements tie in with the architecture of the wider scheme.

To the rear block the plinth level should be raised to the river site to cover the upper ground floor element. We would also be concerned that the redesign of the fenestration does not allow the flats to be read from the elevations and they appear somewhat confusing. We are not convinced that the blind windows without detail add to the qualities of this elevation. We are also concerned that the balconies appear somewhat small and the railing detail does not appear overly attractive. The token relief to the exterior provided by recessed panels does not in our view provide a scheme of suitable quality. We have similar concerns with the central block. This also needs substantial review. We also note that the gables to the south have been revised and appear more cluttered. Given that this provides a visual terminus to the short street between the Forum and the Police station we do not believe that it is of sufficient quality to enhance the built environment at this location. We are also concerned about the proposed railing to the car park. This appears to be very standard and lack any detailing or finesse. Given that this will be highly visible in the approach to the building this needs to be reviewed and improved.

We note the use of UPVC framing to the window and on the sample elevation drawings a lack of detail as to the windows materials. We are concerned that the pattern of glazing and materials, so far as we can gather, would be detrimental to the design of the building and detrimental to the local area. As previously discussed metal windows would provide a more appropriate response to both the building and the wider area. In particular the other buildings to the Marlowes.

Landscape scheme.

We would welcome the sedum roofs. Unfortunately we believe that the proposed landscape plan has substantially reduced in quality from that shown at a pre application stage and now appears bland, banal and most disappointing. This area of the scheme needs substantial review as at present it is unacceptable.

North elevation

We note the separate application with the bike shed element. We would be most concerned now that plans are we understand coming forward for the adjacent site that there appears to be a lack of co-ordination and that it could appear that both schemes are separated by a narrow gap that could lead to a pit like appearance that would not enhance the wider streetscape. This element should be re-examined and perhaps the deck extended to cover this area so that it can be linked at a later date with any scheme to the north which will follow a similar format.

Recommendation - The design is unacceptable and would detrimentally impact on the character of the area. Therefore we would object and recommend that it be refused.

Amended Plans

See addendum.

Environmental Health:

Thanks for contacting the Pollution and Environmental Protection Team in respect of the above reserved matter planning application 4/01459/18/RES for secondary access, appearance, landscaping, layout and scale for a first phase of 150 flats and 294sqm ancillary retail floor space to outline planning permission 4/03624/14/MOA and I will like to comment as follows.

Having given adequate consideration to the submitted supportive information, please be advise that we have no comment in relation to the above issue attached to the approved planning application.

However, with condition 17 (Construction Management Plan) information been submitted as part of the above reserved matter application, we are please to inform you that we are satisfied with the submitted information on the TMP on the aspect relating to noise and air quality detailed in section 2 of the Logistic & Phasing Plan prepared by Hill dated 5th of June 2018.

Strategic Housing

A total of 53 units of affordable housing should be provided (35%) in accordance with Policy CS19 of the Core Strategy. These should provide a mix of affordable rental units and shared ownership units.

Trees and Woodlands

No comments received.

Waste Services

All houses should have space to store 3 x wheeled bins and a kerbside caddy and a similar space to present them outside their boundary on collection day nearest to the road the collection vehicle uses which is a 26 ton rigid freighter.

Blocks of flats should have a waste storage area large enough for the amount of eurocontainers required which is at a ratio of 1 x 1100ltr residual container per 6 flats and the same again for recycling with the same ratio for food waste in 140ltr wheeled bins. there should be no steps between the storage area and the collection vehicle which is a 26 ton rigid freighter.

Each retail unit should have its own waste storage area and separate to any domestic bin storage areas. They should have as a minimum space to house 2 x 1100ltr eurocontainers again with no steps between it and the collection vehicle which could be a 32ton rigid freighter.

Affinity Water

You should be aware that the site is located within or close to a groundwater Source Protection Zone (SPZ) corresponding to Marlowes Pumping Station. This is a public water supply comprising a number of chalk 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.

English Heritage

No comments received

Environment Agency

Thank you for consulting us on the above application. We have no further comments to make in relation to this reserved matters application following our conditions on the outline application.

Advice to applicant - Flood Risk Activity Permit

Under the terms of the Environmental Permitting Regulations a Flood Risk Activity Permit is required from the Environment Agency for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Gade, designated a 'main river'. Details of lower risk activities that may be Excluded or Exempt from the Permitting Regulations can be found at www.gov.uk/guidance/flood-risk-activities-environmental-permits. Please contact us at PSO-Thames@environment-agency.gov.uk

Hertfordshire Garden Trust

The proposals claims to enrich biodiversity but we are unclear how an absence of street trees and the use of artificial lawn would advance that. It should be possible for some small species of trees to be planted along the street to reduce the utilitarian aesthetic currently proposed, aid biodiversity and provide a more pleasant environment. We suggest that more consideration is given to the provision of a high quality landscape

Thames Water

Waste Comments

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

Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company.

Appendix B

Neighbour notification/site notice responses

None