

ITEM NUMBER: 5c

19/02993/FUL	Redevelopment of site to provide 6 no. dwellings with associated parking, landscaping and hardstanding (amended scheme)	
Site Address:	Land R/O 12 Trowley Hill Road Flamstead St Albans Hertfordshire AL3 8EE	
Applicant/Agent:	Founthill Ltd	
Case Officer:	Simon Dunn-Lwin	
Parish/Ward:	Flamstead Parish Council	Watling
Referral to Committee:	Due to the contrary views of Flamstead Parish Council.	

1. RECOMMENDATION

1.1 That planning permission be **DELEGATED TO THE GROUP MANAGER DEVELOPMENT MANAGEMENT WITH A VIEW TO APPROVAL**, subject to:-

- A) The completion of a S106 Agreement for the provision of open space on the adjacent blue land which is to be landscaped and maintained as an orchard in perpetuity; and
- B) The planning conditions set out at the end of the report.

2. SUMMARY

2.1 The proposal constitutes the redevelopment of previously developed land (PDL) or brownfield land in Flamstead village to accord with the NPPF and Policies NP1, CS1, CS5 and CS6 of the Core Strategy.

2.2 The proposed scheme is considered acceptable in terms of scale and design in the context of the site and its surroundings. It would not harm the character and appearance of the village or the Flamstead Conservation Area to accord with Policies CS11, CS12 and CS27 of the Core Strategy and Saved Policy 120 and Appendix 3 of the saved Local Plan 2004.

2.3 The proposed access and parking arrangements are considered satisfactory and would not adversely impact on highway safety to accord with Policies CS8 and CS12 of the Core Strategy and Saved Policies 51, 54 and 58 and Appendix 5 of the saved Local Plan 2004.

3. SITE DESCRIPTION

3.1 The application site comprises an inverted L-shaped with a site area of approximately 0.27 hectares, including the access road from Trowley Hill Road. It lies beyond the western edge of the village of Flamstead. The site is generally unkempt and occupied by open storage of building materials and structures associated with a builders yard. The existing builders yard, with a site area of approximately 0.65 hectares, was granted a lawful use certificate in 2018 (Ref: 4/01299/18/LDE) and extends further to the west. Additional land to the west within the blue line site boundary comprises approximately 300 sq.m and remains unused.

3.2 There are several single-storey structures (sheds, storage containers and workshops) primarily along the northern and southern boundary of the site. It is bordered to the east by a single storey building occupied by a separate business. It forms part of a larger site, which extends further to the west and includes the unused open land which is the remnants of a former orchard, as described above. The larger site is marked with the blue boundary line on the submitted site context plan. The entrance to the existing access road to the site is located between nos. 12 and 14 Trowley Hill Road.

3.3 The site is located within the designated Green Belt. It is also located within the designated Flamstead Conservation Area. Frontage buildings in a row at nos.6, 8, 12 and no.16 on the south side of the site entrance on Trowley Hill Road are designated Grade 2 Statutory Listed Buildings. The site is partially located within an Area of Archaeological Significance to the east. The western boundary of the larger site to the west (blue line boundary) abuts the boundary of the Chilterns AONB. A Public Right of Way (PROW Flamstead 033) also extends along the western edge and continues to the north and connects with PROW 034, which traverses the field diagonally to the northwest of the site to connect with PROW 031. The latter runs along the rear of the properties on Friendless Lane, terminating at Chapel Road in the village core to the east.

4. PROPOSAL

4.1 Redevelopment of the site to provide 6 new dwellings with associated parking, landscaping and associated hardstanding.

4.2 The application has been amended since the original submission to address design concerns and full consultation undertaken with statutory consultees and the local community.

5. PLANNING HISTORY

Planning Applications (If Any):

4/00306/19/FUL - Construction of 6 new dwellings with associated parking, landscaping and hardstanding

REF - 5th September 2019

4/00136/19/LDP - Construction of building for storage of building materials

GRA - 18th March 2019

4/02585/18/LDP - Construction of buildings for the storage of building materials

WDN - 16th January 2019

4/01299/18/LDE - Storage of building materials

GRA - 27th July 2018

Appeals (If Any):

6. CONSTRAINTS

Parking Accessibility Zone (DBLP): 4

Special Control for Advertisements: Advert Spec Contr

Area of Archaeological Significance: 18

CIL Zone: CIL2

Conservation Area: FLAMSTED

Former Land Use (Risk Zone): Pumping Station, Hollybush Lane, Flamstead

Former Land Use (Risk Zone): Former Smithy, Trowley Hill Road, Flamstead

Former Land Use (Risk Zone): Graveyard, High Street, Flamstead

Green Belt: Policy: CS5

Grade: II,

Parish: Flamstead CP

RAF Halton and Chenies Zone: Green (15.2m)

Small Village: 2

EA Source Protection Zone: 3

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (February 2019)
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

Core Strategy

NP1 - Supporting Development

CS1 - Distribution of Development

CS5 – Green Belt

CS6 – Small Village in the Green Belt

CS8 – Sustainable Transport

CS10 - Quality of Settlement Design

CS11 - Quality of Neighbourhood Design

CS12 - Quality of Site Design

CS13 – Quality of Public Realm

CS17 – New Housing

CS18 – Mix of Housing

CS26 – Green Infrastructure

CS27 – Quality of Historic Environment

CS29 - Sustainable Design and Construction

CS31 – Water Management

CS32 – Air, Soil and Water Quality

CS35 – Infrastructure and Developer Contributions

Local Plan

Policy 10 – Optimising the Use of Urban Land

Policy 13 – Planning Conditions and Planning Obligations

Policy 18 – The size of New Dwellings

Policy 51 – Development and Transport Impacts

Policy 21 – Density of Residential Development

Policy 51 – Development and Transport Impacts

Policy 54 – Highway Design

Policy 58 – Private Parking Provision

Policy 99 – Preservation of Trees, Hedgerows and Woodlands

Policy 100 – Tree and Woodland Planting

Policy 111 – Height of Buildings

Policy 118 – Important Archaeological remains

Policy 119 – Development affecting Listed Buildings

Policy 120 – Development in Conservation Areas

Appendix 3 – Layout of Residential Development

Appendix 5 – Car Parking Standards

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2002)

Planning Obligations (2011)

Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)

Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

The policy and principle justification for the proposal;
Impact on openness of the Green Belt
The quality of design and impact on visual amenity;
The impact on residential amenity; and
The impact on highway safety and car parking.

Principle of Development

9.2 The site is located within the Green Belt wherein Adopted Core Strategy Policies CS5 and CS6 apply. CS5 e) defers to the NPPF wherein the redevelopment of previously developed sites, defined in the NPPF as previously developed land or brownfield land is permitted provided:-

- i. it has no significant impact on the character and appearance of the countryside; and*
- ii. it supports the rural economy and maintenance of the wider countryside.”*

9.3 In this instance, the proposal is not considered to significantly impact on the character and appearance of the countryside to satisfy caveat i). This is considered further below in terms of the Green Belt. The restoration of the adjacent orchard and economic benefits brought about by new housing developments in the countryside that supports the local economy is considered to satisfy caveat ii).

9.4 Policy CS6 a) also permits the replacement of existing buildings within selected small villages in the Green Belt, including Flamstead. Policy CS6 b) relating to limited infilling does not apply because the site sits outside, but on the boundary of the defined village boundary, as designated within the saved Local Plan 2004. The permitted development under Policy CS6 a) is subject to the following:-

“Each development must:

- i. Be sympathetic to its surroundings, including the adjoining countryside, in terms of local character, design, scale, landscaping and visual impact; and*
- ii. Retain the protected features essential to the character and appearance of the village.”*

9.5 The NPPF 2019 is less restrictive. Paragraph 145g) of the NPPF allows for the partial or complete redevelopment of previously developed land which would not have a greater impact on the openness of the Green Belt than the existing development which is considered below.

9.6 In view of the above, the proposal is considered to accord with the requirements of the development plan and the NPPF on the principle of the development proposed.

Impact on Openness of the Green Belt

9.7 The principle of the proposal is justified on the basis of the exceptions test under Paragraph 145 g), which the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings) as appropriate development within the Green Belt.

9.8 However, compliance with the test in the first indent of Paragraph 145 g) should be demonstrated. The test requires that partial or complete redevelopment should not have a greater impact on the openness of the Green Belt (GB) than the existing development.

9.9 The Courts have acknowledged that the assessment of impact on the GB is a matter for the decision maker. It has a spatial and visual dimension. The former is a statistical comparison of existing floorspace and site coverage of buildings, including volume, compared to the proposed buildings.

9.10 The proposal would reduce the overall site coverage of the builders yard by approximately 58%, providing compact cluster buildings closer to the village edge and retain/restore the remaining area to the west (including the unused former orchard) comprising 0.4 hectares of land within the blue boundary. The restoration and maintenance of the open land to the west as an orchard is secured by a S106 agreement.

9.11 The reduction in the overall site coverage of the existing buildings and structures is - 21% within a corresponding reduction in hardstanding of -67%. The overall volume compared to the existing buildings/structure would increase by approximately 7%, because the houses are predominantly two storeys in height.

9.12 In spatial terms the proposal would decrease in site coverage but would marginally increase in volume but condensed in to a smaller area, which is balanced against the increase in green space of the orchard land. The comparative analysis of the spatial dimension proposed is therefore considered acceptable.

9.13 In terms of the visual dimension, the latest Supreme Court ruling in *R (Samuel Smith Old Brewery (Tadcaster) and others) (Respondents) v North Yorkshire County Council* on 5th February 2020 indicates that the visual quality of a landscape is not in itself an essential part of the openness for which the green belt is protected. The Court decision clarifies that the reference to "openness" in paragraph 146 of NPPF, "*does not imply freedom from any form of development*" and "*is not necessarily a statement about the visual qualities of the land*". Although visual impact may, in some cases, be relevant to the question of whether openness will be preserved, the weight to be given to it was "a matter of planning judgment, not law". The visual impact is nevertheless considered relevant in this case.

9.14 In views into the village from the AONB and public receptors (PROWS) to the west, the proposal would impact on openness, but this would be set against the backdrop of the village edge, and off-set by the restoration of the orchard land and green spaces buffering the site, with gardens surrounding the new houses. Built form would appear conspicuous from the village edge from the east, given the height and cluster of buildings in the proposal as described.

9.15 However, by removing the eye-sore of the builders yard, and balanced against a much larger portion of the site to the west (approximately 0.38 ha) restored to green space, and consequently returned to the Green Belt, the overall visual impact is considered proportionate and acceptable.

9.16 In view of the above the proposal is considered acceptable in terms of the spatial and visual impacts on the openness of the Green Belt and complaint with NPPF paragraph 145g). By default it is compliant with Core Strategy Policy CS5 and CS6.

Quality of Design / Impact on Visual Amenity

9.17 High quality design is required in the context of the site and neighbouring properties to comply with Policies CS11, CS12 and CS13 of the Core Strategy and Saved Appendices 3 and 5 of the Dacorum Borough Local Plan. Since the refusal of the last application, the applicant has worked with the Council to devise a suitable scale and style of architecture appropriate to the site and surroundings. The density of the proposal is 22 dwellings per hectare (dph), which is less than the prevailing density of properties fronting Trowley Hill Road (nos. 2 to 18) at approximately 35 dph.

9.18 The proposed development is for an L-shaped range of 1 ½ storey brick / flint built properties and 2 further semi-detached 'barn-like' dwellings to the west, together forming a U-shaped courtyard style development. The courtyard would be used for car parking and would incorporate some landscaping/soft planting. The development is confined to the east part of the site and is reasonably compact. All dwellings are provided with private gardens to the rear.

9.19 The car parking area is located within the central courtyard. The layout utilises the existing access point from Trowley Hill Road. The access is shared with an existing business located in a single storey building on the eastern boundary of the site. The layout of the dwellings, landscaping, amenity space and access is considered satisfactory.

9.20 The scale, height and design of the buildings in a traditional 'cottage' style is appropriate to the rural setting. The current application has been amended and a significant amount of advice provided in terms of layout, scale and design, both at the pre-app stage and during the assessment process. It has undergone a several iterations to satisfy the Council's Design and Conservation Officer. The final scheme is considered acceptable and preserves the character and appearance of the Flamstead Conservation Area and the significance of statutory listed buildings in the vicinity. The proposal accords with relevant conservation based policies within the NPPF and policy CS27.

9.21 Regard has been had to the statutory tests of preserving or enhancing the character and appearance of Conservation Areas and the setting of Listed Buildings under S.66 and S72 of The Planning (Listed Building and Conservation Areas) Act 1990, which is accepted is a higher duty. It is concluded that no harm would arise on the setting of the adjacent listed buildings and the character and appearance of the Conservation Area, which is preserved.

9.22 For the above reasons the design and appearance of the proposal is considered acceptable. No harm would arise on heritage assets. The proposal is considered to accord with Paragraphs 127 and 192 of the NPPF, Policies CS11, CS12 and CS27 of the Core Strategy and saved Policy 120 of the saved Local Plan 2004.

Impact on Residential Amenity

9.23 The development is one and half storeys in height at approximately 6.2m in maximum height to ridge on Plots 1 to 4. Plots 5 and 6 are approximately 5.5m from ground to ridge. Garden depths

are approximately 11.5m or more. The privacy distances within the scheme respects the minimum standard of 23m between Plots 1-2 and 5-6.

9.24 The separation with the nearest neighbours in a back to back arrangements for Plots 1 and 2 with the first floor rear of the houses on Trowley Hill Road is a minimum distance of approximately 42m. Given the above the proposal would not give rise to adverse amenity impacts in terms of loss of light, overlooking or loss of privacy with neighbouring properties on Trowley Hill Road.

9.25 With respect to amenity impacts for future occupants the design and layout of the proposal comply with Appendix 3 of the saved Local Plan. Generous gardens are provided for the proposed dwellings. For these reasons, it is considered that the amenity impacts on neighbours and of future occupants are acceptable and comply with Core Strategy Policy CS12.

Impact on Highway Safety and Parking

9.26 No objections are raised by the highway authority with respect to traffic generation, highway safety or access arrangements. The Fire and Rescue Service has also confirmed the existing access on Trowley Hill Road is adequate which addresses local concerns on this issue.

9.27 It should be noted that the removal of the builders yard will also eliminate the commercial vehicle movement to the site, including JCBs, which has given rise to access issues on Trowley Hill Road where the entrance between nos. 12 and 14 is relatively narrow at approximately 4m and insufficient to allow two way traffic. Movement predominantly by cars via this access is considered preferable to ease the issues surrounding damage to properties at the mouth of the access reported by neighbours. A Construction Management Plan is recommended by condition to address site access and traffic management issues during the construction phase.

9.28 The site layout accommodates parking within the central courtyard for 13 parking spaces, including one disabled space. The Council's maximum requirement for accessibility Zone 4 for the proposed dwelling mix of 2 x 2 bed and 4 x 3 bed dwellings is 12. Parking spaces are marked out on the block layout plan. The proposal meets Council standards under Appendix 5 of the Local Plan for the dwelling mix proposed.

9.29 No objections are raised on access, parking and highway safety which is considered to comply with saved Policies 51, 54 and 58 of the saved Local Plan and Core Strategy Policy CS8.

Other Material Planning Considerations

Impact on Trees and Landscaping

9.30 Concern has been raised by neighbours with respect to the potential loss of trees and hedges particularly along the northern boundary of the site, which is the established landscape character of this verdant and rural part of the conservation area on the edge of the AONB. The perimeter hedges to the north and west are retained and no trees are likely to be affected given the proposed building footprint.

9.31 The restoration of the orchard land to the west which is the subject to further approval under the terms of the S106 agreement, and details of landscaping conditioned for further approval will secure the appropriate landscaping of the site to preserve and enhance the verdant character and green spaces and enhance the ecological habitat.

Waste Management

9.32 The application is supported by details of a private waste management scheme for the proposed dwellings which utilises smaller waste collection vehicles. Details of bin storage is reserved

within the recommended landscaping condition for further approval. Waste management is considered acceptable.

Ecology

9.33 Concerns have also been expressed about the impact on local ecology. A Preliminary Ecological Appraisal has been submitted in support of the application, which has been considered by the Ecologist at Herts County Council and comments are contained in Appendix A to the report. The recommendation for an Ecological Management Plan is reserved by condition for further approval. It should be noted that the return of nearly 60% of the land to orchard via the S106 agreement will significantly enhance the ecological value of the builder's yard.

Archaeology

9.34 The County Archaeologist has confirmed that with appropriate conditions, heritage assets can be safeguarded.

Ground Contamination

9.35 The Council's Contamination Officer also confirms that appropriate conditions can be applied to address this issue for further detailed investigations to safeguard the health and wellbeing of future occupants.

Noise

9.36 The aircraft noise impact condition suggested by the Environmental Health Officer is not considered reasonable or necessary given the existing village and rural context, together with insulation requirements under separate legislation. i.e. the Building Regulations.

Response to Neighbour Comments

9.37 These points have been addressed above.

Community Infrastructure Levy (CIL)

9.38 The development would be CIL liable in Zone 2 where the adopted CIL Charging Schedule specify a payment of £150 per square metre for all new residential development to address community infrastructure provision. A CIL form has been submitted.

Planning Obligations

9.39 The applicant has submitted a draft S106 Unilateral Undertaking to restore 58% of the existing builder's yard to an orchard and amalgamated with the neglected parcel of land to the west (all within the blue line site boundary), amounting to approximately 0.41 hectares in total land area. Details of how this area of land will be landscaped and restored is reserved by provisions within the S106 agreement, and subject to further approval. The restored orchard land will be retained in perpetuity by the agreement.

10. CONCLUSION

10.1 In view of the above the proposal is considered to be sustainable development in accordance with the development plan and the NPPF.

11. RECOMMENDATION

11.1 That planning permission be granted in accordance with the terms set out under paragraph 1.1 above at the beginning of the report.

Case Officer Check List	Officer Check/Comments
Has the consultation letter/site notice/advert period expired?	Y
Was a site notice posted and if so, was the date entered into Uniform?	Y
Is the Article 35 Statement included?	Y
Is the CIL box ticked/un-ticked in Uniform?	Y
Are all plans, documents, site photographs and emails saved to DMS?	Y
If applicable, please give the reason why the application is overtime.	Negotiate amendments, & reconsult. Committee cycle.
Does the application involve the demolition of any buildings that are currently in use?	Y – Minor structures.
Is there a Legal Agreement?	Y
Has the Uniform Legal Agreement box been filled in?	Y
Is a copy of the agreement on DMS (both redacted and non-redacted versions)? Has the agreement been published on the website?	On completion.

Condition(s) and Reason(s):

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

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

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

FLA - P01 rev A	Existing Location Plan
C4T5/FOU/FLA4 - S03/1 rev H	Proposed Site Plan (inc. Fire Hydrant)
FLA - S05 rev F	Proposed Site Context Plan
C4T5/CIV/FLA004-P04 rev F	Proposed Plots One and Two
C4T5/CIV/FLA004-P05 rev G	Proposed Plots Three and Four
C4T5/CIV/FLA004-P06 rev F	Proposed Plots Five and Six

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

3. No development (excluding demolition/ground investigations) shall take place until details of the materials to be used in the construction of the external surfaces of the development, including window and door details, hereby permitted have been submitted and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. Please do not send materials to the Council offices. Materials should be kept on site and arrangements made with the Planning Officer for inspection.

Reason: To ensure satisfactory appearance to the development and to safeguard the visual character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

4. No construction of the superstructure shall take place until full details of both hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:

- o all external hard surfaces within the site;
- o other surfacing materials;
- o means of enclosure/boundary treatment;
- o soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs;
- o minor artefacts and structures (e.g. signs, refuse or other storage units, etc.); and
- o retained historic landscape features and proposals for restoration, where relevant.

The planting must be carried out within one planting season of completing the development.

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

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan (2004) and Policy CS12 (e) of the Dacorum Borough Council Core Strategy (2013).

5. No development (excluding ground investigations or archaeological investigations) shall take place until a scheme for the enhancement of the site for biodiversity purposes, to include timescales for implementation and future management, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme of enhancements shall be implemented in accordance with the approved details and thereafter so retained.

Reason: To identify and ensure the survival and protection of important species and those protected by legislation that could be adversely affected by the development, having regard to Policy CS26 of the Dacorum Borough Core Strategy and Section 15 of the National Planning Policy Framework (2019).

6. No construction of the superstructure shall commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the Local Planning Authority in writing. The scheme shall include an assessment of significance and research questions; and:

- (a) The programme and methodology of site investigation and recording.
- (b) The programme for post investigation assessment.
- (c) Provision to be made for analysis of the site investigation and recording.
- (d) Provision to be made for publication and dissemination of the analysis and records of the site investigation.
- (e) Provision to be made for archive deposition of the analysis and records of the site investigation.
- (f) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: To ensure that reasonable facilities are made available to record archaeological evidence in accordance with saved Policy 118 of the Dacorum Borough Local Plan (2004), Policy CS27 of the Dacorum Borough Core Strategy (2013) and Paragraph 189 of the National Planning Policy Framework (2019).

7. i) Development shall take place in accordance with the Written Scheme of Investigation approved under Condition 6.

ii) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition 6 and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To ensure that reasonable facilities are made available to record archaeological evidence in accordance with saved Policy 118 of the Dacorum Borough Local Plan (2004), Policy CS27 of the Dacorum Borough Core Strategy (2013) and Paragraph 189 of the National Planning Policy Framework (2019).

8. No development, shall take place until a Phase I Report to assess the actual or potential contamination at the site has been 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:

(i) 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.

(ii) 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.

(iii) 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 178 and 180 of the National Planning Policy Framework (2019).

9. All remediation or protection measures identified in the Remediation Statement referred to in Condition 8 above 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 178 and 180 of the National Planning Policy Framework (2019).

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

Schedule 2, Part 1, Classes A, B, C, D and E.

Reason: To enable the Local Planning Authority to retain control over the development in the interests of safeguarding the residential and visual amenity of the locality within the Green Belt and Flamstead Conservation Area in accordance with Policy CS5, CS12 and CS27 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 of the National Planning Policy Framework (2019).

11. Details for the provision of cycle storage shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the first occupation of the relevant part of the development to which they relate and retained thereafter.

Reason: To provide for alternative modes of transport, having regard to Policy CS8 of the Dacorum Borough Core Strategy (2013) and Paragraph 104 (d) of the National Planning Policy Framework (2019).

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

Reason: In accordance with Policy CS12 of the Dacorum Borough Core Strategy (2013), Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018) and Section 9 of the National Planning Policy Framework (2019).

13. Prior to the commencement of any below ground construction works including the erection of any foundations a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan should consider all phases (excluding demolition) of the development. The construction of the development shall only be carried out in accordance with the approved Construction Management Plan which shall include details of:

- o construction vehicle numbers, type and routing;
- o traffic management requirements;
- o construction and storage compounds (including areas designated for car parking);
- o siting and details of wheel washing facilities;
- o cleaning of site entrances, site tracks and the adjacent public highway;
- o timing of construction activities (to avoid school pick up/drop off times);
- o provision of sufficient on-site parking prior to commencement of construction activities;
- o post construction restoration/reinstatement of the working areas and temporary access to the public highway;

- o construction or demolition hours of operation; and
- o dust and noise control measures.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Policies 51 and 54 of the Dacorum Borough Local Plan (2004), Policy CS8 of the Dacorum Borough Core Strategy (2013) and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).

Informatives:

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at pre-application stage and during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.
2. The above contamination conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019. The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.
3. Construction Hours of Working - (Plant & Machinery) Informative

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1730hrs on Monday to Friday, 08:00hrs to 1300hrs Saturday, and no noisy works permitted at any time on Sundays or bank holidays.

Construction Dust Informative

Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

Noise on Construction/Demolition Sites Informative

The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
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<p>Hertfordshire Highways (HCC)</p>	<p>Proposal Redevelopment of site to provide 6 dwellings with associated parking, landscaping and hardstanding (amended scheme)</p> <p>Amendment Swept Path Analysis drawings for vehicles submitted</p> <p>Decision 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:</p> <p>1. No development shall commence until full details have been submitted to and approved in writing by the Local Planning Authority to illustrate the following: a. Provision of a suitable level of safe, secure and convenient cycle parking. Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>2. Provision of Parking & Servicing Areas Prior to the first occupation of the development hereby permitted the proposed access, on-site car parking and turning area shall be laid out, demarcated, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use. Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>3. Construction Management No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan shall include details of: a. Construction vehicle numbers, type, routing; b. Access arrangements to the site; c. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas); d. Siting and details of wheel washing facilities; e. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times; f. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements. Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>COMMENTS / ANALYSIS:</p>
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The proposal comprises of the redevelopment of an existing builders yard to provide six dwellings with associated works at land to the rear of 12 Trowley Hill Road, Flamstead. Trowley Hill Road is designated as an unclassified local access road, subject to a speed limit of 30mph and is highway maintainable at public expense.

ACCESS:

The site has an existing access and private access road from Trowley Hill Road into the site. The proposals utilize this existing access. The general access arrangements are considered to be acceptable by HCC as Highway Authority and following consideration of the size and nature of the proposals, the access onto Trowley Hill Road is acceptable.

The proposed dwellings are approximately 70 to 100m from the nearest highway. Following recommendations from HCC as Highway Authority and Herts Fire & Rescue, the applicant has submitted a swept path analysis plan to illustrate that a fire tender would be able to enter the site, turn around and egress to the highway in forward gear. Whilst the area is tight, the arrangements are considered to be acceptable by HCC as Highway Authority. Herts Fire and Rescue have also stated that the provision and details are adequate (13/01/2020).

The applicant has confirmed that a private waste collection company would be used to collect waste. Any bin storage areas would need to be provided within 30m of each dwelling in order to be acceptable. A swept path analysis for a small refuse collection vehicle is shown on submitted drawing no. SK03 B, the details of which are considered to be acceptable.

CAR PARKING

The proposal includes the provision of fourteen car parking spaces, the layout of which is shown on plan no. C4t5/FOU/FLA4-S03/1 D. The size and layout of the parking area is acceptable and in accordance with MfS and Roads in Hertfordshire: Highway Design Guide. Nevertheless consideration would need to be made to ensure that the turning area for emergency and refuse vehicles is kept clear of parked cars.

Dacorum Borough Council (DBC) is the parking authority for the district and therefore should ultimately be satisfied with the level of parking.

CONCLUSION:

HCC as Highway Authority considers that the proposal would not have an unreasonable impact on the safety and operation of the surrounding highway. The development is unlikely to result in a significant increase of vehicles using the surrounding highway network. Therefore HCC has

	<p>no objections on highway grounds to the application, subject to the inclusion of the above planning conditions.</p>
<p>Hertfordshire Fire & Rescue</p>	<p>Thank you for your letter dated 31/12/19, enclosing a copy of the planning application 19/02993/FUL.</p> <p>We have examined the drawings and note that the access for fire appliances appears to be adequate.</p>
<p>Archaeology Unit (HCC)</p>	<p>Thank you for consulting us on the above application. Please note that the following advice is based on the policies contained in the National Planning Policy Framework.</p> <p>As previously notified, with regard to an earlier development proposal for this site (4/00306/19/FUL), the proposed development is in Area of Archaeological Significance no. 18, as identified in the Local Plan. This covers the historic core of the village of Flamstead, which has Late Saxon origins.</p> <p>Flamstead, meaning 'place of refuge', is first documented in AD 990, and it is believed that it grew up in the Late Saxon and early medieval period as a place of safe accommodation for travellers along Watling Street (Historic Environment Record no. 2637). The parish church of St Leonard has a Norman tower and nave, and Roman brick was reused and incorporated into the former (HER nos. 864 & 1372). It is Grade I listed and contains, according to the list description, the 'second most important wall paintings in the county' after St Albans Abbey.</p> <p>The church and accompanying medieval settlement were situated on a hilltop overlooking Watling Street. The proposed development site is on the same hilltop, circa 80m to the west of the church, and may be within the extent of the Saxon/medieval settlement. There is therefore potential at this location for encountering and negatively impacting on buried heritage assets dating to those periods.</p> <p>I believe that the position and details of the proposed development are such that it should be regarded as likely to have an impact on significant heritage assets with archaeological interest. I recommend that the following provisions be made, should you be minded to grant consent:</p> <ol style="list-style-type: none"> 1. The archaeological evaluation, via trial trenching, of the development area, prior to any development taking place; 2. such appropriate mitigation measures indicated as necessary by the evaluation. These may include:

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

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

c) the archaeological monitoring and recording of the ground works of the development, including foundations, services, landscaping, access, etc.

and also including a contingency for the preservation or further investigation of any remains then encountered);

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

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

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

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

Condition A

No demolition/development shall take place/commence until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording

2. The programme and methodology of site investigation and recording as suggested by the evaluation

3. The programme for post investigation assessment

4. Provision to be made for analysis of the site investigation and recording

5. Provision to be made for publication and dissemination of the analysis and records of the site investigation

	<p>6. Provision to be made for archive deposition of the analysis and records of the site investigation</p> <p>7. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.</p> <p>Condition B</p> <p>i) Any demolition/development shall take place in accordance with the Written Scheme of Investigation approved under Condition A.</p> <p>ii) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.</p> <p>If planning consent is granted, then this office can provide details of the requirements for the investigation and information on archaeological contractors who may be able to carry out the work.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>My comments remain unchanged from earlier applications on this site (condition for noise and construction informative).</p> <p>Suggested Condition - noise</p> <p>Prior to development commencing the applicant shall submit to the LPA an assessment of noise on each habitable room due to its exposure to air transportation noise. Where the assessment identifies that mitigation measures are required to protect likely future occupiers from noise, the assessment shall provide an outline mitigation statement having regard to the principles of good acoustic design. Any scheme of mitigation shall also be subject to approval by the LPA, and once approved, shall be implemented in accordance with the approval prior to first occupation and retained thereafter.</p> <p>Reason: Policy CS32 - any development proposals which could cause harm from a significant increase in pollution (into the air, soil or any water body) by virtue of the emissions of fumes, particles, effluent, radiation, smell light, noise or noxious substances, will not be permitted.</p> <p>Construction Hours of Working - (Plant & Machinery) Informative</p> <p>In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1730hrs on Monday to Friday, 08:00hrs to 1300hrs Saturday, and no noisy works permitted at any time on Sundays or bank holidays.</p>

Construction Dust Informative

Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

Noise on Construction/Demolition Sites Informative

The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.

DBC Contamination Response 24.12.19

Having reviewed the documentation submitted with the above planning application and having considered the information held by the Environmental Health Department I have the following advice and recommendations in relation to land contamination.

There is no objection to the proposed development, but it will be necessary for the developer to demonstrate that potential for land contamination to affect the proposed development has been considered and where it is present that it will be remediated.

This is considered necessary because the application site has been under a commercial land use since the mid-1900s which will have had the potential to result in ground contamination. This combined with the vulnerability of the proposed end use to the presence of any contamination means that the following planning conditions should be included if permission is granted.

Contaminated Land Conditions:

Condition 1:

(a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.

(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

(i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;

(ii) The results from the application of an appropriate risk assessment methodology.

(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.

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

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

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

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

Condition 2:

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

	<p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informatives: The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.</p> <p>The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.</p>
Local Parish	<p>The PC objects to this application for the following reason:</p> <p>Access: Despite the assurance that Highways has performed a traffic flow study which raised no issue with this egress, the PC is quite clear that this increase in vehicle movements will undoubtedly put lives at risk, in particular those of children. Any assessment of the traffic flow much be done at peak times when families are walking to and from school. The pavements on Trowley Hill Road are narrow and in places non existent and there are always cars parked between the egress point and the junction of Trowley Hill Road with the High Street making visibility very poor. The standard 45 metre splay cannot work here. The PC would invite Highways to reassess the egress with Councillors present. The development could generate up to 10 children plus dogs making the exit very dangerous.</p> <p>The 2 storey houses may impact on the rural scene towards the church from the footpath at the back of the site.</p> <p>Parking is inadequate as it is not possible for all the cars to leave in a forward gear if all the spaces are occupied. There are supposed to be 12.7 spaces, and there are only 12, so the site does not meet the brief.</p> <p>There is no provision for visitors to park and there is no spare capacity for parking on Trowley Hill Road.</p> <p>It is not clear how the refuse lorries will collect the household rubbish and how bin storage will be managed effectively.</p>

<p>Hertfordshire Property Services (HCC)</p>	<p>Hertfordshire County Council's Growth & Infrastructure Unit do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within Dacorum's CIL Zone 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.</p> <p>I trust the above is of assistance if you require any further information please contact me or the planning obligations team (growth@hertfordshire.gov.uk).</p>
<p>Hertfordshire Highways (HCC)</p>	<p>Decision</p> <p>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:</p> <ol style="list-style-type: none"> 1. No development shall commence until full details have been submitted to and approved in writing by the Local Planning Authority to illustrate the following: <ul style="list-style-type: none"> a. Provision of a suitable level of safe, secure and convenient cycle parking. b. Approval that the access arrangements are acceptable to Herts Fire & Rescue. Details have been forwarded to them. c. Illustrate that the largest anticipated vehicle to access the site can turn around safely and egress to the highway in forward gear. Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018). 2. Provision of Parking & Servicing Areas Prior to the first occupation of the development hereby permitted the proposed access, on-site car parking and turning area shall be laid out, demarcated, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use. Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018). 3. Construction Management No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan shall include details of: <ul style="list-style-type: none"> a. Construction vehicle numbers, type, routing; b. Access arrangements to the site; c. Construction and storage compounds (including areas designated for car parking, loading / unloading and

turning areas); d. Siting and details of wheel washing facilities; e. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times; f. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements. Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

COMMENTS / ANALYSIS: The proposal comprises of the redevelopment of an existing builders yard to provide six dwellings with associated works at land to the rear of 12 Trowley Hill Road, Flamstead. Trowley Hill Road is designated as an unclassified local access road, subject to a speed limit of 30mph and is highway maintainable at public expense.

ACCESS: The site has an existing access and private access road from Trowley Hill Road into the site. The proposals utilize this existing access. The general access arrangements are considered to be acceptable by HCC as Highway Authority and following consideration of the size and nature of the proposals, the access onto Trowley Hill Road is acceptable.

Nevertheless the proposed dwellings are approximately 70 to 100m from the nearest highway and therefore HCC as Highway Authority considers that the application would benefit from input from Herts Fire & Rescue. Details have therefore been forwarded to them for their attention and any comments or recommendations, which they may have and the access arrangements would need to be approved as acceptable by Fire and Rescue.

PARKING & MANOEUVRABILITY The proposal includes the provision of fourteen car parking spaces, the layout of which is shown on plan no. C4t5/FOU/FLA4-S03/1 D . The size and layout of the parking area is acceptable and in accordance with MfS and Roads in Hertfordshire: Highway Design Guide. Dacorum Borough Council (DBC) is the parking authority for the district and therefore should ultimately be satisfied with the parking provision.

In order for the proposals to be acceptable, HCC as Highway Authority would recommend that the proposals demonstrate that the largest anticipated vehicle(s) to access the site (e.g. service, delivery vehicles) have the ability to turn around on site and egress to the highway in forward gear.

SURFACE WATER DRAINAGE: The proposed development would need to make adequate provision for drainage on site to ensure that

	<p>surface water is disposed of on site and does not discharge onto the highway.</p> <p>REFUSE / WASTE COLLECTION: The submitted planning statement states that a private waste collection company would be used to collect waste. Any bin storage areas would need to be provided within 30m of each dwelling in order to be acceptable.</p> <p>CONCLUSION: HCC as Highway Authority considers that the proposal would not have an unreasonable impact on the safety and operation of the surrounding highway. The development is unlikely to result in a significant increase of vehicles using the surrounding highway network. Therefore HCC has no objections on highway grounds to the application, subject to the inclusion of the above planning conditions and informative.</p>
<p>Crime Prevention Design Advisor</p>	<p>Thank you for sight of planning application 19/02993/FUL, Redevelopment of site to provide No. 6 dwellings with associated parking, landscaping and hardstanding (amended scheme) Address: Land R/O 12 Trowley Hill Road Flamstead St Albans Hertfordshire AL3 8EE .</p> <p>I have looked at this carefully , my comments are made from a crime prevention perspective only, owing to the location of the proposed dwellings I would ask that they are built to the police minimum security standard Secured by Design .</p> <p>Physical Security (SBD)</p> <p>Layout / Boundary Secure boundary gates/fences required to the side and rear of the properties .</p> <p>Front entrance doors Certificated to BS PAS 24:2016</p> <p>Windows: Ground floor windows and those easily accessible certificated to BS PAS 24:2016 or LPS 1175 , including French doors.</p> <p>Security lighting : Individual dwellings.. (Dusk to dawn lighting).</p> <p>Car Park: It is great to see that car parking has been allocated for this development and it provided at the front of the houses . Please do not</p>

	<p>use bollard lighting anywhere on the site as it is not fit for purpose and is easily damaged.</p>
<p>Conservation & Design (DBC)</p>	<p>At this stage the plans are not sufficiently well designed or detailed to demonstrate the proposals will respect local architectural detailing/style or preserve the character/appearance of the Conservation Area which is essential.</p> <p>My thoughts on the issues that need addressing area as follows:</p> <p>Dormers - I continue to maintain there are too many of them, I appreciate they have been added to provide more space and windows within the roof as the overall volume of development has decreased but they need to look balanced within the roof slopes. The dormers should all be set back within the roof rather than flush with the walls, even if by only a small amount. This would make guttering etc work better and reduce need for downpipes. Dormers need to be properly drawn with traditionally pitched clay tile roofs and details of their cladding - ie lead/timber board/tile/other material detailed.</p> <p>Windows - the windows all need to be casements, preferably with horizontal glazing bars (this is shown on some windows but not all). They should be appropriate in scale on the elevation and appear balanced. Windows in the dormer should not be bigger than the windows below. Plot 1 - there should be a window at first floor level within the roadside gable end. The single arch headed window looks out of place on the front gable of plot 1 although I appreciate this has been added to create a 'feature'.</p> <p>Plot 3 and 4 don't need to be a mirrored pair and their design / front elevation needs further work - they just don't look like 'traditional cottages' which I understand to be the aim. The floor plan shows an additional window adjacent to the front door but this is not shown on the elevations.</p> <p>Materials / detailing - brick soldier coursing above / below windows should be removed. Curved brick arches or flat brick arches above windows should be considered. Brick feature soldier courses should be omitted, brick string courses may be an option. The plans should detail the brick will be laid in a traditional bond (ie Flemish, not plain stretcher) bond and that good quality clay tiles will be used for roofing (for the cottages).</p> <p>Details such as chimney stacks should be added to the 'cottages'.</p> <p>I still have concerns regarding the 'barn-style' bungalows in terms of their low roof pitch and design. As the focal point of the development as</p>

	<p>you enter the site along the access road these 2 dwellings are disappointing in my view.</p> <p>The placing of services such as external meter boxes should be considered.</p>
<p>Conservation & Design (DBC)</p>	<p>The application site lies largely within the Flamstead Conservation Area. Conservation areas are areas that have been designated as being of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The Planning (Listed Building and Conservation Areas) Act 1990 creates special controls for areas designated as conservation areas.</p> <p>The land to the rear of 12 Trowley Hill Road is currently in use as a builders' yard (and has been used as a builders yard for a number of years) with various sheds / stores / piles of building materials - it is not an attractive site and as such is considered to detract from the character and appearance of the Conservation Area. The site is accessed from Trowley Hill via a narrow track and is not visible within the street scene.</p> <p>There are several listed buildings to the east of the site (fronting Trowley Hill Road) and others, including the grade I St Leonards Church which forms a focal point within the village. The rear plots of listed buildings fronting Trowley Hill Road back on to an existing outbuilding which is not part of the application site so they are not immediately adjacent to the new development. Whilst the new development will be seen in context with the rear of these listed buildings and in views of the tower of St Leonards Church from the public footpath to the west of the application site it is considered that the significance of these designated heritage assets (through development within their setting) will not be harmed under the current proposals.</p> <p>The current application has been amended and a significant amount of advice provided in terms of layout, scale and design, both at the pre-app stage and within the previous (refused) application.</p> <p>The current proposal is for an L-shaped range of 1 ½ storey brick / flint built properties and 2 further semi-detached 'barn-like' dwellings to the west, together forming a U-shaped courtyard style development. The courtyard would be used for car parking and would incorporate some landscaping / soft planting. The development is confined to the east part of the site and is reasonably compact.</p> <p>The design and detailing of units 1 - 4 is now considered acceptable, the number of dormers has been rationalised and the level of detailing improved.</p>

Units 5 and 6 do not have the appearance of traditional farm buildings due to their deep span and low pitch roof, efforts have been made to improve their appearance (the roof pitch has been slightly increased and the design detailing improved) and as they are single storey they will be less intrusive in this position adjacent to the proposed orchard. As such the proposed dwellings are considered to be of an acceptable scale and design.

It should be noted that the 'artists impressions' of the development are now 'out-of-date' as the design / detailing has been improved since they were submitted.

The application proposes returning the western part of the builders yard to an orchard, this is welcomed and should be secured by condition.

Details of landscaping / fencing / boundary treatment should be provided as a condition of any consent. The introduction of tall closeboard fence to the west boundary of the site (adjacent to the orchard) should be avoided as it would be overly suburban in this rural location. All landscaping / boundary treatment should be sympathetic to the semi-rural location of the site and should be a condition of any consent.

The proposed development has undergone a great deal of amendment since its original submission, In their present form the proposals are considered to preserve the character and appearance of the Flamstead Conservation Area and preserve the significance of statutory listed buildings in the vicinity.

The proposal accords with relevant conservation based policies within the NPPF and policy CS27. Recommend approval.

If approved it is recommended the following conditions:

Submission of details of all external construction materials / details of windows / doors (some information on materials / design details was provided on the plans but this is somewhat 'indicative').

Submission of details of landscaping / boundary treatment / surfacing

A s.106 agreement requiring the land to the west of the site to be turned into an orchard

Environmental And
Community Protection
(DBC)

NOISE/AIR QUALITY

No change from earlier comments.

CONTAMINATION

Having reviewed the planning application I am able to confirm that there is no objection to the proposed development, but that it will be necessary for the developer to demonstrate that the potential for land contamination to affect the proposed development has been considered and where it is present will be remediated.

This is considered necessary because the application site has been under a commercial land use since the mid-1900s which will have had the potential to result in ground contamination. This combined with the vulnerability of the proposed end use to the presence of any contamination means that the following planning conditions should be included if permission is granted.

Contaminated Land Conditions:

Condition 1:

(a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.

(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
- (ii) The results from the application of an appropriate risk assessment methodology.

(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.

	<p>(d) This site shall not be occupied, or brought into use, until:</p> <p>(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.</p> <p>(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Condition 2: Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informative: The above conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.</p> <p>The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.</p>
Archaeology Unit (HCC)	The amendments to the proposed plans do not change the archaeological implications of the scheme. We therefore continue to

	advise (as per our letter of 8 January 2020) that archaeological conditions be placed on planning consent.
Hertfordshire Property Services (HCC)	Hertfordshire County Council's Growth & Infrastructure Unit do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within Dacorum's CIL Zone and does not fall within any of the CIL Reg123 exclusions. Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.
Hertfordshire Highways (HCC)	<p>Proposal Redevelopment of site to provide 6 dwellings with associated parking, landscaping and hardstanding (amended scheme)</p> <p>Amendment Amended site plan to include a turning area https://planning.dacorum.gov.uk/publicaccess/</p> <p>Decision 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:</p> <p>1. No development shall commence until full details have been submitted to and approved in writing by the Local Planning Authority to illustrate the following: a. Provision of a suitable level of safe, secure and convenient cycle parking.</p> <p>Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>2. Provision of Parking & Servicing Areas Prior to the first occupation of the development hereby permitted the proposed access, on-site car parking and turning area shall be laid out, demarcated, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.</p> <p>Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>3. Construction Management No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of</p>

the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- d. Siting and details of wheel washing facilities;
- e. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- f. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

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

COMMENTS / ANALYSIS: The proposal comprises of the redevelopment of an existing builders yard to provide six dwellings with associated works at land to the rear of 12 Trowley Hill Road, Flamstead. Trowley Hill Road is designated as an unclassified local access road, subject to a speed limit of 30mph and is highway maintainable at public expense.

ACCESS: The site has an existing access and private access road from Trowley Hill Road into the site. The proposals utilize this existing access. The general access arrangements are considered to be acceptable by HCC as Highway Authority and following consideration of the size and nature of the proposals, the access onto Trowley Hill Road is acceptable.

The proposed dwellings are approximately 70 to 100m from the nearest highway. Following recommendations from HCC as Highway Authority and Herts Fire & Rescue, the applicant has submitted a swept path analysis plan to illustrate that a fire tender would be able to enter the site, turn around and egress to the highway in forward gear. Whilst the area is tight, the arrangements are considered to be acceptable by HCC as Highway Authority. Herts Fire and Rescue have also stated that the provision and details are adequate (13/01/2020).

The applicant has confirmed that a private waste collection company would be used to collect waste. Any bin storage areas would need to be provided within 30m of each dwelling in order to be acceptable. A swept path analysis for a small refuse collection vehicle is shown on

	<p>submitted drawing no. SK03 B, the details of which are considered to be acceptable.</p> <p>CAR PARKING The amended proposal includes the provision of 13 car parking spaces, the layout of which is shown on plan no. C4t5/FOU/FLA4-S03/1 rev H. The size and layout of the parking area is acceptable and in accordance with MfS and Roads in Hertfordshire: Highway Design Guide. The reduction of parking provision from 14 to 13 is considered to be acceptable by HCC as Highway Authority and necessary to ensure that the turning area for emergency and refuse vehicles is kept clear of parked cars, as indicated on the submitted amended site plan.</p> <p>Dacorum Borough Council (DBC) is the parking authority for the district and therefore should ultimately be satisfied with the level of parking.</p> <p>CONCLUSION: HCC as Highway Authority considers that the proposal would not have an unreasonable impact on the safety and operation of the surrounding highway. The development is unlikely to result in a significant increase of vehicles using the surrounding highway network. Therefore HCC has no objections on highway grounds to the application, subject to the inclusion of the above planning conditions.</p>
Hertfordshire Ecology	<p>Thank you for consulting Hertfordshire Ecology on the above, for which I have the following comments:</p> <p>The application is supported by a Preliminary Ecological Appraisal (PEA) by Skilled Ecology consultancy Ltd (report date January 2020).</p> <p>This entailed an extended phase 1 survey to establish the presence, absence or potential for protected species and habitats and species of principle or conservational importance. The surveys were informed by a data records from the Hertfordshire Environmental Records Centre (HERC) for a 2km a radius around the site location. Surveys included a Preliminary Roost Assessment of buildings and trees and surveys for evidence of protected reptile, amphibian, mammal and bird species. The surveys were carried out on the, 30 December 2019 and appropriate survey effort and methodologies were used. However the timing of the survey is sub optimal timing for botanical surveys.</p> <p>Habitats The only significant habitats found on site were the boundary hedgerows which were assessed to qualify as NERC 2006 section 41 priority habitats, but did not meet the criteria for "important hedgerows</p>

" under the hedgerow regulations 1997. I am pleased to see that the hedgerows are proposed for retention.

The remaining habits were hard landscaping, areas of rough improve grassland, and ruderal plants for which a species list is included and where assessed as being of low ecological value. Despite the suboptimal timing of the survey given the nature of the site, I have no reason to doubt this conclusion.

Protected species and species of conservation importance.

The buildings and trees were found to have negligible potential for roosting bats. Based on this bats are not a constraint to the proposals and the precautionary measures suggested for bats, relating to the demolition of the buildings should be considered optional.

I support the finding, that the likelihood of other protected species on site is low, the impact avoidance measures listed in section 5.1 for Amphibians, reptiles, hedgehogs and nesting birds should be included as Informatives with any consent given.

Ecological enhancements

Modern buildings although providing benefits in build quality and energy efficiency provide little opportunity for species, that in the absence of natural habitats, have become dependent on buildings as nesting and roosting sites.. Opportunities for these species should be built in to the proposals of any well considered design. The ecological report provides a list of such measures detailing type and number which should be adopted in full.

In addition landscaping plans should provide green spaces that provide good connectivity for wildlife and planting plans that enhance the resources for pollinators. This could include native tree, shrub and hedgerow planting. The plans do include a new orchard as part of the proposal which is particularly appropriate given evidence of historical orchards in this area.

The enhancements suggested in the Preliminary Ecological Appraisal by Skilled Ecology consultancy Ltd (report date January 2020) and any other proposed ecological enhancements, not including those element being secured by an S106 agreement, should be incorporated into a Landscape and Ecological Management Plan and submitted to the LPA for consideration as a Condition of approval.

Biodiversity gain

The planning system should aim to deliver overall net gains for biodiversity where possible as laid out in the National Planning Policy Framework and other planning policy documents. The plans include, as

	<p>noted above include regenerating 63% of the site as an orchard and will deliver a biodiversity gain to the site. It is proposed in the accompanying planning document that this is done via a 106 agreement. In which case this will need to be submitted as part of the application and prior to determination.</p>
<p>Crime Prevention Design Advisor</p>	<p>Thank you for sight of planning application 19/02993/FUL, Redevelopment of site to provide No. 6 dwellings with associated parking, landscaping and hardstanding (amended scheme) Address: Land R/O 12 Trowley Hill Road Flamstead St Albans Hertfordshire AL3 8EE.</p> <p>In relation to crime prevention and security I have no further comments regarding this application.</p>
<p>Local Parish</p>	<p>The PC objects to this application by a majority:</p> <p>The access to the site is being seriously misjudged. It is narrow and wonky and a fire appliance could not enter the site quickly without further damage to the properties on either side.</p> <p>There is no safe passage for children and dogs to reach the road. Pulling out onto Trowley Hill Road involves driving out into the middle of the road to ascertain whether any vehicles are approaching due to parked cars on the side of the road which reduces the road to one lane.</p> <p>At peak times with children walking to school, there would be serious safety implications with the increase vehicle movements from the site at peak times - as the pavement provision is inadequate.</p> <p>The Highways splay surveys do not represent a realistic picture of what will happen on the ground.</p> <p>The decision to use 20 mph criterion for the visibility is flawed as it is in a 30 mph zone, so those speeds could be attained which would render the reduced visibility splay to be inadequate.</p> <p>Car parking provision on the site does not allow for large cars, nor give sufficient space to put children into car seats and the tight turning circle could mean that cars will reverse out of the site.</p> <p>There is no visitor parking (although this is as per the planning policy), but there is no spare capacity on the road either - so where do visitors park?</p>

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
22	4	0	4	0

Neighbour Responses

Address	Comments
14 Trowley Hill Road Flamstead St Albans Hertfordshire AL3 8EE	<p>We wish to make you aware of a number of strong objections that we have with regard to the proposed development of 6 new dwellings on the land at the rear of no. 12 Trowley Hill road, application number referenced above. We are the owners of 14 Trowley Hill Road and have lived here for over twenty years. Our home is sited immediately adjacent to the proposed access, the northern wall of our home is the boundary. This development will be detrimental to both our home and standard of living; it will also have a significant negative impact on the immediate local area (which is a Conservation Area) and existing residents. Our specific objections are as follows:</p> <p>Dacorum Adopted Core Strategy states:</p> <p>POLICY CS12: Quality of Site Design (extract) On each site development should:</p> <ul style="list-style-type: none"> a) provide a safe and satisfactory means of access for all users; b) provide sufficient parking and sufficient space for servicing; <p>POLICY CS27: Quality of the Historic Environment All development will favour the conservation of heritage assets.</p> <p>This application does not fulfil either policy CS12a or 12b. It will be further detrimental to the conservation of heritage assets. There will be an increase in traffic which will turn a small access passage for old cottages into a main exit for six dwellings and all associated vehicles seven days a week. The site access proposals are not in accordance with acceptable standards and would lead to further potential safety hazards.</p> <p>Contrary to the assertions of the application docs this proposal will significantly impact the amenity of the local residents and have a negative impact on the Conservation area.</p> <p>Access safety CS 12a) provide a safe and satisfactory means of access for all users;</p> <p>The latest Planning statement submitted with this application states in section 6.5, Highways Parking and Access that:</p> <p>"The current access is considered sub-standard for the use as a storage and distribution hub. The results of this survey conclude that 31m visibility splays are required to serve the development. These 'vis-</p>

splays' can be achieved, further supporting the residential use of the development. "

This statement is correct in that the passage access is not suitable. The development with its current proposed access would further prejudice highway safety:

- o The exit from the passage is onto a narrow road with very narrow pavement on the west side only (about 2ft wide) with very limited visibility- to the right, there is a blind bend. Visibility (with no parked cars) is approx. 20 metres- significantly less than the 31-metre visibility splay requirement calculated by the applicant's traffic survey. Parked cars further reduce visibility to zero. - when turning left it is usually necessary to turn into the opposite side of roadway as left side usually blocked with residents' cars/vans. In short it is highly dangerous exit., I fail to see how building six dwellings will enhance the safety of the exit. The exit is on to Trowley Hill Road which is the main road through the lower half of the village. There is significant traffic during parts of the day including huge farm traffic

- o The proposed site does not provide a safe and satisfactory means of access for all users and furthermore it will be detrimental to the amenity of the current residents. The narrow passage has historically& still does serves as pedestrian access for properties,6,8,12,14. The deeds of these properties specify this right. It is not a road. It allows residents of aforementioned properties to unload. The rear entrances to 8,12,14 open directly onto small yard, there is no pavement. Sometimes children play there, especially at evenings/weekends when the builder's yard is closed. Six properties probably mean 12 additional vehicles as a minimum with 24/7 access seven days a week. Many families with young adult children have 3/4 cars. This is necessitated by the poor public transport service available to Flamstead residents- there is no bus service in the evening & services are hourly during the day.

- o Six new dwellings will generate a higher volume of traffic accessing the passage: with the huge increase in online shopping supermarket deliveries, maintenance workers, gardeners etc.

- o Currently there is no traffic along the passage during the evenings and weekends except for current residents. The builders operate from Monday to Friday during normal working hours. The builders yard generates minimal traffic. There are occasional deliveries of materials. There are around three workers vehicles at the yard there is no consideration of the loss of parking of 5 current residents' vehicles & the subsequent impact on on- street parking, which is already at capacity.

- o The wall of our house is the southern boundary to this narrow access passage (3 metres wide). Our house has repeatedly sustained damage from vehicles currently using this narrow passage, either as an access or as a turning point. On a couple of occasions, the damage has been significant & part of the wall has had to be rebuilt. I have attached some photos as evidence of the damage sustained. Number 12, listed building has also been damaged. +The building of six houses with all the associated vehicles (significantly more than at present) will not

ameliorate this, it will increase the probability of these houses sustaining further damage.

o The results of the traffic survey commissioned by the applicant (included in the previous planning application) conclude that 31m visibility splays are required, & that these "vis-splays" can be achieved. As already stated, visibility is 20m max with no parked vehicles- can be as low as zero visibility so I fail to see how the visibility will suddenly improve.

o The proposed site does not provide a safe and satisfactory means of access for all users and furthermore it will be detrimental to the amenity of the current residents. The narrow passage has historically & still does serve as pedestrian access for properties, 6, 8, 12, 14. The deeds of these properties specify this right. It is not a road. It allows residents of aforementioned properties to unload. The rear entrances to 8, 12, 14 open directly onto small yard, there is no pavement. Sometimes children play there, especially at evenings/weekends when the builder's yard is closed. Six properties probably mean 12 additional vehicles as a minimum with 24/7 access seven days a week. Many families with young adult children have 3/4 cars. This is necessitated by the poor public transport service available to Flamstead residents- there is no bus service in the evening & services are hourly during the day.

o Six new dwellings will generate a higher volume of traffic accessing the passage: with the huge increase in online shopping supermarket deliveries, maintenance workers, gardeners etc.

o Currently there is no traffic along the passage during the evenings and weekends except for current residents. The builders operate from Monday to Friday during normal working hours. The builders yard generates minimal traffic. There are occasional deliveries of materials. There are around three workers vehicles at the yard

o Larger vehicles are only able to access the passage by slowly reversing. If cars are parked to capacity around the entrance, then it is impossible for a large vehicle to access. Larger vehicles are unable to simply exit turn onto the carriageway - if vehicles are parked in the opposite layby (which is most of the time), then exiting vehicles need to do a few manoeuvres before departing on the road. This danger is further compounded by vehicles turning left from the High Street without stopping at the junction.

o There has been no confirmation that the existing employment at the rear of 12 Trowley Hill Road will in fact discontinue if the new houses are built. This would mean the existing residents would then have the impact of existing traffic plus new traffic from 6 new houses.

Refuse collection.

Currently Dacorum operate a weekly kerbside collection. The passage is too narrow for a refuse lorry (or two on alternate weeks) to enter. The 6 properties will generate an extra 12 bins (on recycling days) & 6 additional slop buckets. This means that there will be at least eighteen bins out for collection on the pavement, collection takes place around 8am on Monday mornings when Trowley Hill Road is already very busy with commuters, school traffic & parked cars & children walking to

school. The application makes a vague statement about private refuse collection but gives no detail as to when/how this will function.

Development in the Green Belt

POLICY CS6: Selected Small Villages in the Green Belt, of which Flamstead is one states that the following will be permitted:

- (a) the replacement of existing buildings;
- (b) limited infilling with affordable housing for local people;
- (c) conversion of houses into flats;
- (d) house extensions;
- (e) development for uses closely related to agriculture, forestry and open air recreation, which cannot reasonably be accommodated elsewhere; and
- (f) local facilities to meet the needs of the village.

The application is contrary to Dacorum Core strategy Policy CS6. The proposed site is in the Green Belt & a significant proportion of the site is within Flamstead Conservation Area. The application is for six homes at market value, not "limited infilling ". The application documents (prepared by planners) fail to even mention policy CS 6. The six dwellings are not affordable housing for local people.

Conservation and Wildlife

On a separate note, you should be made aware that there are abundant bats in the area & I regularly see them flying over our garden and beyond. Currently there are a few ramshackle buildings/sheds on the application site, possible roosting sites. Given this information it is probably best practice for the applicant to commission a bat survey as in Britain all bat species and their roosts are legally protected, by both domestic and international legislation. The site in question is home to many wildflowers, foxes, possibly newts, toads, frog & possibly slow worms. (I have them in my garden which is directly adjacent).

It might seem unlikely at first glance but the site is home to abundant wildlife. (much of it lies undisturbed), ironically, more abundant than the adjacent fields. Again, it would be best practice to commission a full ecological survey.

We would be grateful if the council would take our objections into consideration when deciding this application. We would welcome the opportunity to meet with a representative of the planning department at our home to illustrate our objections at first hand.

Comments received on 11.02.2020 on Amended scheme:

Further to your recent letter regarding additional documents received in respect of the above application, we wish to make the following comments. (These are in addition to our comments submitted previously.)

1 Swept path analysis. I have looked at the swept path analysis sketch & would ask you to note that firstly, there are no measurements included (width of road etc.) and also that the pavement is not

	<p>shown/accounted for on the sketch; cars are shown parked directly adjacent to buildings which is not true, they park adjacent to the pavement. Quite often, there are cars or large vans parked in both the layby and also in front of all the houses on the Western side (including ours, No 14). This drastically narrows the road width available and makes the swept path submitted by the applicant impossible. When cars are parked like this, there is only room for one lane of traffic- the swept path diagram shows ample space for two cars to pass when cars are parked, this is not the case. The other point is that nowhere has any consideration been given to pedestrians & their safety.</p> <p>2. Access for fire service. The consultee, Hert's Fire and Rescue have responded that "access for fire appliances appears to be adequate". This is completely at odds with the comments given by the Fire Officer who visited the site with a fire engine: "On both entry and exit we had to take a wider angle and manoeuvre into a layby/parking space opposite the entrance. (the layby is shown in picture IMG_ 0088) if a vehicle is parked up in this space then it is in my opinion that it would be extremely difficult, even impossible to gain access to the houses planned to be built...."</p> <p>3. Herts Highways also maintain that the access (from Trowley Hill Road) is not a problem & is acceptable. Interestingly, Herts County Council (Highways) have just launched a video featuring the emergency services which highlights the problems & potential loss of life which could arise due to vehicle access problems caused by parked vehicles. I maintain that the access is not suitable - it cannot be suitable if existing properties directly adjacent to the passage regularly sustain damage from vehicles; it cannot be suitable if large vehicles (unable to gain access) have to unload on Trowley Hill road & goods carried through the passage either by smaller vehicle or by hand. It cannot be suitable as there is no room for provision for pedestrians.</p>
<p>8 Trowley Hill Road Flamstead St Albans Hertfordshire AL3 8EE</p>	<p>Dear Sirs</p> <p>I am writing to object to the proposed development of land to the rear of 12 Trowley Hill Rd for the following reasons:-</p> <p>1 - The proposed entrance to this site is too narrow to allow the safe passage of construction traffic without causing considerable safety issues on Trowley Hill Road.</p> <p>This road is already experiencing considerable increase in traffic and the constant flow of construction traffic would add to that. In addition the proposed exit from the site is too close to a busy t junction comprising Trowley Hill Rd, High Street & chapel road, which is NOT show on the plan. The traffic generation from the six homes is a further issue and the approach to this is somewhat blind when approaching past owing to the kink in the road.</p> <p>The access is a right of way to number 4, 6, 8 & 12 already and clear access is to be maintained at all times to these properties. It is a right of way on my deeds of my property - number 8 and I am looking in to who legally owns this land and the legal rights concerning a joint right of way and this proposed development.</p>

	<p>2 - The noise disturbance from this proposed site would cause considerable issues for number 4, 6 & 8 Trowley Hill road and further along the road. The pollution from at least two cars per household would be a further factor.</p> <p>3 - This proposed development would set a dangerous precedence for development as an orchard and a builders yard adjoin the site and if this application was approved it is almost a certainty that the development would be back to add more houses to these sites which would be a gross over development and completely out of keepig with a small village.</p> <p>4 - These houses would over look the rear gardens of number 4, 6,8 & 12 Trowley hill road and present a loss of privacy.</p> <p>5- The homes nearby are listed buildings and this development is in a conservation area and in no way reflects any architectural merit in enhancing the area.</p> <p>For these reasons I would ask the planning department to decline to approve this application.</p>
<p>1B Singlets Lane Flamstead St Albans Hertfordshire AL3 8EN</p>	<p>The development is too dense. There is insufficient visitor parking which would cause congestion in Trowley Hill Road. The entrance between existing housing is very narrow and vehicles accessing or leaving the development would cause danger to other road users and pedestrians on Trowley Hill Road.</p>
<p>127 Trowley Hill Road Flamstead St Albans Hertfordshire AL3 8DS</p>	<p>Flamstead Parish Council comments are under consultee response. The PC objects to this application by a majority: The access to the site is being seriously misjudged. It is narrow and wonky and a fire appliance could not enter the site quickly without further damage to the properties on either side. There is no safe passage for children and dogs to reach the road. Pulling out onto Trowley Hill Road involves driving out into the middle of the road to ascertain whether any vehicles are approaching due to parked cars on the side of the road which reduces the road to one lane.</p> <p>At peak times with children walking to school, there would be serious safety implications with the increase vehicle movements from the site at peak times - as the pavement provision is inadequate. The Highways splay surveys do not represent a realistic picture of what will happen on the ground. The decision to use 20 mph criterion for the visibility is flawed as it is in a 30 mph zone, so those speeds could be attained which would render the reduced visibility splay to be inadequate. Car parking provision on the site does not allow for large cars, nor give sufficient space to put children into car seats and the tight turning circle could mean that cars will reverse out of the site. There is no visitor parking (although this is as per the planning policy), but there is no spare capacity on the road either - so where do visitors park?</p>