

ITEM NUMBER: 5e

19/02662/FUL	Change of use from office to day nursery, single storey front extension, alterations and revised external layout	
Site Address:	1 Hempstead Road Kings Langley Hertfordshire WD4 8BJ	
Applicant/Agent:	Mr B Whitlock	Hayden Todd
Case Officer:	Elspeth Palmer	
Parish/Ward:	Kings Langley Parish Council	Kings Langley
Referral to Committee:	Due to the contrary view of the Parish Council	

1. RECOMMENDATION

That planning permission be granted.

2. SUMMARY

The principle of the proposed nursery would be acceptable in this Village Centre location, where a mixture of uses is acceptable and community services such as nurseries are encouraged. There will be no loss of street scape character nor detrimental impact on the Conservation Area. There will be no loss of character to the existing building. The proposal will not result in a loss of amenity for neighbours. Highway safety and parking provision is acceptable. The proposal will comply with CS4, CS12, CS27 and CS32 and Saved Appendix 5.

3. SITE DESCRIPTION

- 3.1 The site is located on the north western side of the junction of Hempstead Road and Vicarage Lane within the local centre of Kings Langley.
- 3.2 The site comprises an attached two storey building finished in render with a clay tiled roof which has been formally used as offices. The building formed part of the original Vicarage and is an undesignated heritage asset within the Kings Langley Conservation Area. The building – or parts of it – clearly predate 1700.
- 3.3 The principle elevation is facing towards Vicarage Lane where there are two dropped kerbs for vehicular access.
- 3.4 The Kings Langley Service club is attached to the application building with a car parking area at the rear. The Services Club appears to have a residential unit at first floor. This use shares a party wall with the application site.
- 3.5 The nearest dwelling other than the first floor above the Services Club is “Denmark House” which is located to the west across the vehicular access driveway to the carpark belonging to the Serviced Club.
- 3.6 There is an existing mature Yew tree (covered by a TPO) located towards the front of the site adjacent to the car parking area and a tree fronting Vicarage Lane. These trees provide a soft visual buffer which adds to the visual amenity of the area.

4. PROPOSAL

- 4.1 The proposal is for the following:
 - change of use from Office to Day Nursery;

- opening hours 7am to 7pm Monday to Friday;
- single storey front extension; and
- alterations and revised external layout.

Amendments made to original proposal or additional information provided include:

- Reduction in number of pupils from 50 to 40;
- Reduction in staff members from 12 to 9-10;
- Slight revision of the design of the roof on the front projection;
- Provision of a footpath to allow safe access from building to play area;
- Details relating to access and parking – in response to Highways concerns;
- Heritage Statement – as requested by the Conservation Officer; and
- Noise Report x 2 – as requested by Environmental Health Officer.

- 4.2 The proposed nursery would accommodate up to 40 children and approximately 9-10 staff.
- 4.3 The proposed scheme would provide 5 parking spaces for staff and 3 spaces for drop off and collection.
- 4.4 The access closest to Hempstead Road is to be moved so its 10 metres from this junction and will only be used for exiting the site. A swept path access arrangement has been submitted by the applicant. A cycle storage and bin area is to be provided adjacent to the staff parking area.
- 4.5 A 1.8 metre high close boarded fence would be installed to create a secure play area in the western section of the site.

5. PLANNING HISTORY

4/02438/18/TCA - Works to trees
RNO - 22nd October 2018

4/01178/89/FUL - Two storey office extension
REF - 7th September 1989

6. CONSTRAINTS

Parking Accessibility Zone (DBLP): 4
 Area of Archaeological Significance: 42
 CIL Zone: CIL2
 Conservation Area: KINGS LANGLEY
 Former Land Use (Risk Zone): Former Works, Regents Close, Kings Langley
 Former Land Use (Risk Zone): Former Laundry, The Common, Kings Langley
 Former Land Use (Risk Zone): Old Gravel Pits, Hempstead Road, Kings Langley
 Former Land Use (Risk Zone): Former Garage, High Street, Kings Langley
 Former Land Use (Risk Zone): Kings Langley Common Landfill, Vicarage Lane
 LHR Wind Turbine
 Large Village: Kings Langley
 Parish: Kings Langley CP
 RAF Halton and Chenies Zone: Yellow (45.7m)
 EA Source Protection Zone: 2
 EA Source Protection Zone: 3

Kings Langley Local Centre
T1 Yew

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:

NP1 - Supporting Development
CS1 - Distribution of Development
CS4 - The Towns and Large Villages
CS8 – Sustainable Transport
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS23 – Social Infrastructure
CS27 – Quality of the Historic Environment
CS29 - Sustainable Design and Construction
CS32 – Air, Soil and Water Quality

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;
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 Policy CS4 of the of the Core Strategy states that development will be guided to the appropriate areas within settlements. In town centres it states that a mixture of uses is sought and encourages the provision of social and community uses, which would include nurseries. Policy CS23 of the CS also encourages new social infrastructure that provides services and facilities to the community. The principle of the proposed nursery would therefore be acceptable in this Village Centre location, where a mixture of uses is acceptable and community services such as nurseries are encouraged.

Quality of Design / Impact on Visual Amenity

- 9.3 The changes to the external appearance of the building include a single storey front extension and changes to the fenestration (which have been modified to alleviate the concerns raised by the Conservation Officer).
- 9.4 A Heritage Statement was provided by the applicant to the satisfaction of the Conservation Officer.
- 9.5 It is not considered that there will be a detrimental impact on the undesignated heritage asset or the character of the Kings Langley Conservation Area. The proposal therefore complies with CS 27 and point f) of CS12.

Impact on Residential Amenity

- 9.6 The existing first floor side window facing west (towards Denmark House) will be opened up as part of the proposal to allow light into the staff room. Between the house and the site there is a vehicular access into the car park for the Services Club which can be used by members of the public. Based on this it is not considered that there will be a loss of privacy as a result of the opening up of this window.
- 9.7 There will be no significant loss of sunlight and daylight as a result of the proposal.

Noise

- 9.8 The main impact on residential amenity will be in terms of noise.

Two noise reports were requested by the Environmental Health Officer to respond to concerns regarding noise levels and loss of amenity for neighbours. The second report recommends that the following mitigation measures should include:

- limiting numbers of children attending;
- restricting hours of operation;
- a scheme of sound insulation for the separating element between ground floor and first floor areas of the proposed nursery to the adjacent residential receiver; and
- preparation and implementation of a Noise Management Plan.

The report states that these mitigation measures should be made into a condition of any approval.

- 9.9 The size of the play area to be provided seems small in relation to the numbers of children to be accommodated on this site but this is regulated by OFSTED not the Planning Authority.

Impact on Highway Safety

9.10 In order to address the reasons for refusal provided by Highways in their first and second responses the agent met with the Highways Officers. At this meeting the following changes were agreed:

- Move the existing access closest to the junction further away so that it is 10m from the stop line at the junction – they suggested doing this with bollards which could enable a safe pedestrian access to the site too.
- Changes to the drop-off bays and how they will be perceived at the site;
- Reduce the size of the development to 40 pupils and 10 staff;
- Remove the car parking space from the bottom right corner of the site to allow for improved manoeuvrability within the site;
- Make the bicycle parking provided more visible to the street to encourage sustainable travel; and
- Ensure that the access closest to the junction would be exit-only.

It was also noted that a Travel Plan / parking management strategy would be needed to enforce that the exit-only access and the drop-off bays are used correctly.

9.11 An objection was raised with regard to the comparison with other nurseries in terms of trip generation. The objection stated that the two nurseries had much higher populations in close proximity to their nurseries. The assessment does not rely on the nurseries mentioned, but rather a range of sites using TRICS. This has been checked by HCC and has been deemed acceptable.

9.12 Other points raised by an objector were with regard to the speed restrictions along Vicarage Lane and number of trips generated by the nursery. The highway consultants have confirmed that Vicarage Lane is subject to 30mls driving restrictions. This was incorrectly stated in the TS as 20mls. However, this does not affect the assessment of the application and the visibility splays were all designed to reflect the correct speed restrictions.

9.13 The number of trips the nursery generates was carefully analysed by the highway consultants and reflected in two separate TRICS assessments. The lower number of vehicles than expected was likely due to the nature of the use (only generally run at 80 percent capacity, parents will have more than one child attending, different start times, some will live nearby and walk etc.)

9.14 A late request has been received from an objector for Hertfordshire Highway Authority to review the parameters for the trip generation rates that should apply for this planning application – please refer to Appendix B for the actual text.

9.15 The Highways Officer responded to this late request by stating that they are satisfied that they have made a robust assessment of the application.

9.16 The Highways officer will be present at the Development Management Committee meeting to respond to concerns and questions regarding any highways matters.

Pedestrian Safety

9.17 With regard to pedestrian safety the HCC have advised that there is adequate vehicle-to-pedestrian visibility at the site accesses, the accesses are dropped kerbs / VXOs so pedestrians retain priority, and the accesses used at the proposed site are existing accesses (with some alterations) which are acceptable at present, and this wouldn't change through the intensification of the site. There are also signalised pedestrian crossings along the High Street and dropped kerb crossings on Vicarage Road with tactile paving.

- 9.18 There is no footpath on the southern side of Vicarage Lane opposite the proposed nursery so pedestrians are forced to use the footpath in front of the subject site. This is an issue raised by many objectors. Based on the above information HCC Highways have advised that it wouldn't be appropriate to ask the developer to provide a footway on the southern side of Vicarage Lane through a section 106 agreement because it is unrelated to the development.
- 9.19 HCC as Highway Authority considers that the proposal would not have an unacceptable impact on the safety and operation of the surrounding highway network. Therefore, HCC has no objections on highway grounds to the application, subject to the inclusion of the recommended planning conditions.

Parking

- 9.20 Saved Appendix 5 Parking Provision states that the parking standards for a D1 Use Nursery School is 1 space per 4 pupils. The site is located in zone 4 where 75%-100% of the standard is acceptable.
- 9.21 The proposal is for 40 pupils with 9-10 staff which would equate to the provision of 7.5 – 10 parking spaces.
- 9.22 The proposed scheme has 5 parking spaces for staff and 3 spaces to be used for drop off and collection only. Advice was sought from Strategic Planning who confirmed that drop off spaces should be included as parking spaces. The standards do not differentiate between staff and parent car parking but is based on the number of pupils. This results in a total of 8 spaces which complies with the standard stated in Saved Appendix 5.
- 9.23 Due to double yellow lines along Vicarage Lane, the nearby cul-de-sac "The Glebe" and the parts of Hempstead Road close to the site there is no kerb side capacity for parking.
- 9.24 The site is in a sustainable town-centre location and the lack of parking and the double yellow lines outside the site have potential to enable the site to be a sustainable travel site. For those driving there are a number of parking alternatives nearby to the site, such as on-street parking spaces on The Nap and the High Street (although the latter does have some time restrictions), as well as a free car park on Langley Hill for 55 spaces which is approximately a 5-minute walk from the site.
- 9.25 Safe access from the building to the play area is to be provided and there will be a fence between this access and the parking area.
- 9.26 Based on the above information it is considered that the proposal complies with CS 12 and Saved Appendix 5.

Other Material Planning Considerations

Impact on Trees and Landscaping

- 9.27 All trees on site are fall within the Conservation Area, thus any future works to trees would be subject to a TCA application. There is a Tree Preservation Order on the Yew tree, which is located on the western side of the site between the proposed play area and the car park.
- 9.28 The applicant has agreed that a condition will be imposed to ensure that protective fencing will be erected around the Yew tree during the renovation works. As there is already a car park in this location new gravel only will be added to the top of the existing parking space,

which should not result in any additional harm. The new fence bounding the play area will have a 3m wide section over the middle of the tree. The tree's root zone will have no posts. Posts will be carefully installed and if any roots are found the hole will be moved. This will be made a condition of the application if granted.

- 9.29 The tree fronting Hempstead Lane will need to be removed to allow for vehicle parking spaces.

Waste Management – Service Delivery

- 9.30 Deliveries and refuse collection arrangements would remain unaltered by the proposal. Refuse collection would be carried out from the street.
- 9.31 Special bin storage will be required for nappies other materials that will not be accepted by the refuse collectors. The location of this bin is shown on the internal site layout plan.
- 9.32 Limited deliveries of food and other consumables will occur. Vans will use the turning area to the front of the building to access the site.

Response to Neighbour Comments

- 9.33 Neighbour comments have been addressed above.

Community Infrastructure Levy (CIL)

- 9.34 Policy CS35 of the Core Strategy requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on 1 July 2015. This application is not CIL liable.

10. CONCLUSION

- 10.1 The principle of the proposed nursery is acceptable in this Village Centre location, where a mixture of uses is acceptable and community services such as nurseries are encouraged. There will be no loss of street scape character nor detrimental impact on the Kings Langley Conservation Area. There will be no loss of character to the existing building. The proposal will not result in a loss of amenity for neighbours. Highway safety and parking provision is acceptable. The proposal will comply with CS4, CS12, CS27 and CS32 and Saved Appendix 5.

11. RECOMMENDATION

- 11.1 That planning permission be **GRANTED** subject to the following conditions:

- 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 constructed in accordance with the materials specified on the application form.**

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

3. **A scheme of sound insulation shall be submitted to and approved by the Local Planning Authority to upgrade the separating element between ground and first floor areas of the proposed nursery to the adjacent residential receiver. This shall include structurally independent wall linings at ground and first floor levels and control any weak insulating flanking elements. The approved scheme shall be implanted prior to the operation coming into use and retained thereafter.**

Reason: To protect the residential amenities of the locality, having regard to Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 (f) of the National Planning Policy Framework (2019).

4. **A Noise Management Plan shall be submitted to an approved by the LPA and implemented before the development hereby approved comes into operation and continue to be implemented throughout the life of the use hereby approved.**

Reason: To protect the residential amenities of the locality, having regard to Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 (f) of the National Planning Policy Framework (2019).

5. **At least 3 months prior to the first use of the approved development a detailed Travel Plan Statement for the site, based upon the Hertfordshire Council document 'Hertfordshire's Travel Plan Guidance', shall be submitted and approved in writing by the Local Planning Authority. The Travel Plan Statement should include a Parking Management Strategy to ensure that on-street parking in the vicinity of the site is avoided. The approved Travel Plan Statement shall be implemented at all times.**

Reason: To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018) and to comply with Core Strategy Policy 12.

6. **Prior to the first use of the development hereby permitted the vehicular access and associated highway works shall be provided and thereafter retained at the position shown on the approved plan drawing number PL01 Rev C. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway. The highway footway and a full height kerb shall be reinstated where the vehicle access is no longer required, in accordance with a detailed scheme to be agreed with the Local Planning Authority in consultation with the Highway Authority, concurrently with the bringing into use of the relocated access.**

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018) and to comply with Core Strategy Policy 12.

7. **Prior to commencement of the approved use a gated access to the building will be provided along with a low (.9m) picket fence separating the car park from the playground access.**

Reason: For the avoidance of doubt and in the interests of proper planning and to comply with Core Strategy 12.

8. **The hours of site operation shall be restricted to Monday-Friday (07:00 - 19:00) hours. No site activity on Saturday, Sundays or Bank Holidays. No external amenity use outside of 09:00 - 17:00 hours.**

Reason: To protect the residential amenities of the locality, having regard to Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 (f) of the National Planning Policy Framework (2019).

9. **The number of children using the nursery hereby approved shall be limited to a maximum of 40 in total in any one day.**

Reason: In order to protect the amenities of adjoining occupiers and to ensure adequate parking provision, having regard to saved Appendix 5 of the Dacorum Borough Local Plan (2004), Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 (f) of the National Planning Policy Framework (2019).

10. **The number of staff working at the nursery hereby approved at any one time shall be limited to a maximum of 10 in total.**

Reason: In order to protect the amenities of adjoining occupiers and to ensure adequate parking provision, having regard to saved Appendix 5 of the Dacorum Borough Local Plan (2004), Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 (f) of the National Planning Policy Framework (2019).

11. **Any external play area shall not be a soft landscaped area of a type that could result in the users of the site coming into contact with the underlying ground, unless and until a land contamination risk assessment has been undertaken and submitted in writing to, and agreed by, the LPA.**

Reason: to ensure that no development takes place that would introduce a risk to health of the site users that is associated with the potential presence of ground contamination. To ensure a satisfactory development in accordance with Core Strategy (2013) Policy CS32.

12. **Protective fencing will be erected around the protected Yew tree during the renovation works. As there is already a car park in this location new gravel only will be added to the top of the existing parking space, which will not result in any additional harm.**

The new fence will have a 3m wide section over the middle of the tree with no posts being placed in the root zone. Posts will be carefully installed and if any roots are found the hole will be moved.

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).

13. **Prior to the use commencing Cycle storage as shown on approved plan 1907-066 SKO2 Rev B must be provided and retained in perpetuity.**

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).

14. **No use hereby permitted shall be occupied or the use commenced until the general waste and nappy bin, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building that form part of the application site. No refuse shall be stored or placed for collection on the public highway or pavement, except on the day of collection.**

Reason: To safeguard the residential and visual amenities of the locality, protect the environment and prevent obstruction to pedestrian movement in accordance with saved Policy 129 of the Dacorum Borough Local Plan (2004) and Policy CS29 of the Dacorum Borough Core Strategy (2013).

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

Proposed Access, Egress and Parking Arrangement, Plan drawing number PL01 Rev C

Swept Path Analysis of drop off only bays 1907-066 DRG No. SK04

Heritage Statement prepared by Barker-Mills Conservation, 13.3.20

Proposed elevations and site plan wren naj 44c 2019, Rev C

Technical Note - Response to Highways 1907-066/TN/03 prepared by TPA, June 2020

Potential Internal Site Layout, For Information, SK02, Rev B - showing general waste and nappy bin location, safe access to the play area from the building and fencing adjacent to the TPO's Yew tree.

Follow up Noise Report prepared by soundsolution consultants dated 1.5.20 in response to comments from ECP.

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

Informatives:

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

2. The above contaminated land condition is 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.

3. Information on obtaining the extent of public highway around the site can be obtained from the HCC website: www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx.

4. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
5. It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.
6. Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.
7. The Planning Authority should be notified if any further historic fabric is exposed during the approved works.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Kings Langley Parish Council	The Council OBJECTED to this application because it would cause significant traffic and parking problems over and above the existing use and create further safety issues. The Council considers that the traffic consultant's report is misleading; the site is not adequate for the safe drop off and pick up of young children, which will spill out on to an already busy and congested road and dangerous crossing, double yellow lines will be ignored and access in and of neighbouring properties, such as the council offices in Charter Court and the Kings Langley Services Club, would be made more difficult and more dangerous for vehicles and visiting pedestrians.
Conservation & Design	Comments received 17.4.20

(DBC)

This iteration of the Heritage statement has taken on board the recognition that this once served as a Vicarage. Together with the arch-braced truss, I do think there should be an informative that the Local Authority should be notified if any further historic fabric is exposed during the works. As the Statement says, this is unlikely, so I cannot see it being an onerous undertaking.

Comments received 10.3.20

This is a useful introduction to the building. But it misses the fundamental point that this was once the Vicarage (hence Vicarage Lane), and from the OS Map is clearly related in that capacity to its neighbour. The orientation and survival of the framing would appear to suggest it may be the surviving cross-wing of a hall and cross-wing house that stood on a generous plot on the corner of the High Street/Vicarage lane. The Statement needs to acknowledge this.

If it is the site of the medieval Vicarage (and a long-time church-owned building), being within the Conservation Area and a non-designated heritage asset, it requires careful treatment and I would place a recording condition on any permission to ensure the work is monitored and any opening up works properly recorded.

Comments received 24.2.20

The building - or parts of it - clearly predate 1700 and therefore the building is potentially listable. The building was wrongly described in the application as former cottages, whereas historically it enjoyed the status of the former Rectory. The building is an undesignated heritage asset within the Conservation Area but may be worthy of listing. The Heritage statement needs to provide an argument that the alterations are not going to cause harm and will not be revealing historic fabric which would confirm the need to list it. I am happy to arrange another visit to confirm whether it is listable.

Comments received 24.12.19

I commented on this scheme originally and note that the suggestion of converting the side extension to (mainly) a lean-to roof has been implemented, which is welcomed.

I had asked if there could be some improvement to the fenestration and would prefer to see casements or sashes introduced rather than top opening lights.

This has emerged as an important building in Kings Langley, having been the former Vicarage, the significance of which had been overlooked in the D & A statement. It is certainly an undesignated

	<p>heritage asset, is set within the conservation Area and retains elements of medieval timber-framing within it - more historic fabric may be exposed as a result of the works. The building may consequently be worthy of listing - It is important therefore that the heritage statement assuages any concerns that further historic fabric is not being removed.</p> <p>Comments received 11.11.19</p> <p>We recently established that the building was early (it retains some medieval timber-framing and more is almost certainly concealed. (See Map attached, showing that it formed part of the original Vicarage, enjoying a prominent place on the corner of Vicarage Lane/ High Street.)</p> <p>The application therefore requires a heritage statement as it is an undesignated heritage asset within the conservation area.</p> <p>The internal re-organisation involves removal of internal partitions, a chimney breast (what steps will be taken to support the remaining chimney stack?) and a portion of the main side wall of the building. There needs to be some limited opening up first to determine whether any historic fabric is concealed.</p> <p>Although the south side elevation seeks to rationalise the single storey extensions, part monopitch, part flat roof, the proposed solution ends up with a long 'box' with a flat roof stepping up from east to west. It would be preferable to see the majority of this roof as a lean-to rather than flat roof - which can be tucked below the upper floor windows. The fenestration also requires re-ordering to avoid the amount of blank rendered walling, and the opportunity could be taken to introduce more traditional windows (sashes and casements) to improve the whole appearance of this prominent and sensitive elevation, which can be viewed from both the High Street and Vicarage Lane.</p>
<p>Hertfordshire County Council Highway Authority (HCC)</p>	<p>Comments dated 14.7.20</p> <p>I am satisfied that I have made a robust assessment as a consultee for this application, but I will discuss this and the information that has been sent over with my manager when he returns from leave next Tuesday (21st July) and will get back to you if his opinion differs from mine.</p> <p>Comments dated 9.7.20</p> <p>In response to your initial email, I assume this is in relation to trip generation, if this is the case the assessment does not rely on the nurseries mentioned, but rather a range of sites using TRICS. This has been checked by HCC and has been deemed acceptable.</p> <p>In response to your email below, yes we do look at pedestrian safety, and in this case there is adequate vehicle-to-pedestrian visibility at the site accesses, the accesses are dropped kerbs / VXOs so pedestrians</p>

retain priority, and the accesses used at the proposed site are existing accesses (with some alterations) which are acceptable at present, and this wouldn't change through the intensification of the site. There are also signalised pedestrian crossings along the High Street and dropped kerb crossings on Vicarage Road with tactile paving. It wouldn't be appropriate to ask the developer to provide a footway on the southern side of Vicarage Lane through a section 106 agreement because it is unrelated to the development.

Comments dated 9.7.20

Change of use from office to day nursery, single-storey front extension, alterations and revised external layout

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: 1. Travel Plan Statement / Parking Management Strategy – Requested Prior to Use: At least 3 months prior to the first use of the approved development a detailed Travel Plan Statement for the site, based upon the Hertfordshire Council document 'Hertfordshire's Travel Plan Guidance', shall be submitted and approved in writing by the Local Planning Authority. The Travel Plan Statement should include a Parking Management Strategy to ensure that on-street parking in the vicinity of the site is avoided. The approved Travel Plan Statement shall be implemented at all times. Reason: To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018). 2. Access / Highway Works: Prior to the first use of the development hereby permitted the vehicular access and associated highway works shall be provided and thereafter retained at the position shown on the approved plan drawing number PL01 Rev A. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway

carriageway. The highway footway and a full height kerb shall be reinstated where the vehicle access is no longer required, in accordance with a detailed scheme to be agreed with the Local Planning Authority in consultation with the Highway Authority, concurrently with the bringing into use of the relocated access. Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

HIGHWAYS INFORMATIVES: HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980. AN) Extent of Highway: Information

on obtaining the extent of public highway around the site can be obtained from the HCC website: www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx. AN)

Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047. AN)

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

Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

COMMENTS / ANALYSIS:

The proposals in the application consist of the change of use from office

to day nursery, single-storey extension, alterations, and revised external layout at 1 Hempstead Road, Kings Langley. The Highway Authority recommended approval with conditions in the most recent responses, after previously recommending refusal twice. Upon discussions with the LPA, the Highway Authority noted that concerns were raised in relation to the trip generation displayed in Table 3.1 (Parking Accumulation) of the Technical Note named “1907-066 TN02A – Response to Highways”. Particularly, the concerns were regarding the parameters used in the trip generation and the three minute time period allocated to drop-offs. In response to this, a Technical Note (TN03) reference 1907-066/TN/03 has been submitted alongside a drawing demonstrating the potential internal site layout. HCC have submitted a number of responses to a variety of amendments for this application, and this response aims to take into account all of the information submitted so far.

ACCESS ARRANGEMENTS: The site is located on the corner of Hempstead Road and Vicarage Lane. Vicarage Lane is a local access “C” road and Hempstead Road is a principal main distributor “A” road, both of which have a speed limit of 30mph and are highway maintainable at public expense. The current vehicular access to the site consists of two accesses onto Vicarage Lane that form a swept access. The access furthest east is less than 10m from the Vicarage Lane / Hempstead Road / High Street / The Nap junction. It is stated in Technical Note 1907-066 TN02A (TN02A) that the applicant is proposing changes to the eastern access onto Vicarage Lane. The proposals would move it further west so that it is located 10m from the stop-line at the Vicarage Lane / Hempstead Road / High Street / The Nap junction and would be narrowed to 4m wide. This access is also proposed to be an exit-only egress, with the western access to be entry-only. HCC notes that these proposals demonstrate that safe access and egress could be made from the site. In relation to the alterations required at the eastern egress, including any full height kerbs and footway works that may be needed in relation to closing of the existing access, the applicant should be aware that they would need to enter into an agreement with the Highway Authority, as stated in the above informative. The proposals now include a pedestrian access to the site in the location of the existing eastern access. HCC welcomes this addition to the proposals.

PARKING AND MANOEUVRABILITY: In the Transport Statement (TS), Dacorum Borough Council’s (DBC) Parking Standards document is referred to when identifying the levels of proposed parking. It is stated that a maximum of 1 car parking space per 4 pupils at a nursery is the standard. The site is located within accessibility zone 4, which requires that a maximum of between 75% and 100% of the parking standard is met. TN02A states that a total of eight parking spaces are now proposed at the site, which is within DBC’s parking standards. However, three of these spaces are proposed to be drop-off only,

reducing the parking provision proposed to five parking spaces. Whilst the parking provision is low, they are below the Borough's maximum requirement and therefore within the standards. The low level of parking could encourage other uses of travel to the site aside from the car, which is also in accordance LTP4 Policy 1 in relation to promoting sustainable and active travel at developments.

HCC also notes that the surrounding highway has double yellow lines, therefore preventing cars using the nursery from parking on the highway. Additionally, HCC notes that there are a number of free public car parks within walking distance of the site, so that in event that drop off is unavailable at the site because the all the drop-off spaces are full and the double yellow lines on Vicarage Road, visitors would reasonably use these. These include Langley Hill Car Park, which is on Langley Hill and a 5-minute walk from the site, as well as on-street parking on The Nap and High Street, all within a 5-minute walk from the site. These are all accessible via paved footways, and there is a dropped kerb crossing with tactile paving across Vicarage Lane as well as a signalised pedestrian crossing across High Street. These provide alternatives in the event of the car park reaching capacity, for those who are unable to walk or cycle or take public transport to the site. A parking accumulation table has been provided in TN02A which demonstrates that the proposed level of parking would meet the needs of the site. The applicant is reminded that DBC are the parking authority for the Borough, and therefore must ultimately be satisfied with any changes to parking at the site. HCC raised some concerns regarding the drop off parking spaces and the 3-minute time period allocated for drop-offs. In TN03 it is stated that the 3-minute figure is based off of the operator's own experience. In TN03 it is also discussed that if this was doubled to 6-minutes, then each drop-off bay could be used up to 10 times in one hour, allowing 30 drop-off opportunities in one hour, which is 75% of the 40 pupils if at full capacity. HCC acknowledges that a 6-minute drop-off may still be optimistic, however even if it was slightly longer then the impact on the highway would be insignificant when taking into account the site's proximity to residential areas and other free public car parks. All parking spaces in the site should be a minimum of 2.4m x4.8m, which is demonstrated in drawing PL01 Rev A. Parallel parking spaces should be at least 6m in length. The proposed two parallel parking spaces (drop-off only) appear to be 5.8m in length. Therefore, HCC previously request that the applicant should provide swept path analysis drawings that demonstrate that cars are able to safely enter and egress each of the two parallel parking spaces at the site, which has since been provided and is acceptable to HCC. To address HCC's initial concerns regarding the lack of safe manoeuvrability with the site, TN02A now demonstrates in drawing PL01 Rev A that the western access would be entry-only, and the eastern access would be an exit-only egress, which is welcomed by HCC. The applicant would need to submit a Parking Management Strategy to demonstrate how that these

entry-only and exit-only accesses will be enforced, as well as to demonstrate the safe manoeuvrability of cars into the car parking spaces, in particular the four car parking spaces in the north east corner of the site. In the most recent amendments, drawing SK02 Rev B has been provided which demonstrates the potential internal site layout which indicates that "Entry" and "No Entry" signs will be painted on the surface of the parking area. This is welcomed by HCC and details regarding this should be included in the Parking Management Strategy document. Additionally, cycle storage on site has been indicated in this drawing, which is also welcomed by HCC, although this is most likely to be used by staff members.

TRIP GENERATION: TRICS database has been used to produce the trip generation for the proposed and existing site. TN02A states that the existing site generates the following numbers of trips: • AM Peak (08:00-09:00): 2 Arrivals and 0 Departures • PM Peak (17:00-18:00): 0 Departures and 2 Arrivals

In response to HCC's most recent concerns regarding the trip generation, the transport consultants on behalf of the applicant have conducted new TRICS analysis using nine sites, which is acceptable to HCC. The parameters used to produce the new trip generation include Edge of Town Centre and Suburban Area (PPS6 Out of Centre) site in all regions in England apart from London, which is acceptable to HCC. HCC are also satisfied with the sample of sites used in the TRICS analysis, given the limitations of the software. The trip generation for the proposed site would be the following: • AM Peak (08:00-09:00): 7 Arrivals and 6 Departures (3 accumulated) • PM Peak (17:00-18:00): 6 Departures and 7 Arrivals (2 accumulated) Therefore, the net trip generation for the proposed site would be the following: • AM Peak (08:00-09:00): 5 Arrivals and 6 Departures • PM Peak (17:00-18:00): 6 Departures and 5 Arrivals The new trip generation produces higher results than the previous trip generation, which means that the highest parking accumulation throughout the day is 3 vehicles, compared to the previous rates which stated that there would be 1. As stated in TN02A, this is further supported by trip patterns generated by nurseries tending to differ from schools, with nurseries having a flatter profile of peak trips with less of a pronounced peak. Furthermore, with the proposed nursery opening at 7am, these trips are likely to be spread across the two-hour period between 7am and 9am, reducing the chances of congestion at the site. In TN03 it is noted that considering the existing office use of the site, this is not a significant net impact of trips. HCC notes that the proposed trip generation for the proposed site appear to be lower than what would be expected, however due to the limited parking at the site and the opportunity to promote sustainable travel at the site this is seen as acceptable to HCC.

SUSTAINABILITY AND ACCESSIBILITY: The pedestrian infrastructure in the vicinity of the site is of a varied standard, with paved footways on most roads, however this is only on one side of the road on sections of

both Vicarage Road and The Nap. Cycle parking is proposed at the site, which is welcomed by HCC. Kings Langley railway station is a 20-minute walk from the site and is served by regular trains which serve London, Hemel Hempstead and Watford. The nearest bus stop to the site is located on the High Street roughly a 1-minute walk from the site and is served by the 500 and 501 buses, which run regularly between Aylesbury and Watford via Tring. TN02A notes that the site will aim to employ local staff and promote sustainable travel to and from the site. HCC notes that to promote sustainable travel modes at the site, a Travel Plan Statement should be submitted by the applicant, as stated in the above condition.

CONCLUSIONS: HCC as Highway Authority considers that the proposal would not have an unacceptable impact on the safety and operation of the surrounding highway network. Therefore, HCC has no objections on highway grounds to the application, subject to the inclusion of the above planning conditions.

Request for further information dated 29.5.20

The proposals in the application consist of the change of use from office to day nursery, single-storey extension, alterations, and revised external layout at 1 Hempstead Road, Kings Langley.

The Highway Authority previously recommended approval with conditions in the most recent response, after previously recommending refusal twice.

Upon discussions with the LPA, the Highway Authority notes that concerns were raised in relation to the trip generation displayed in Table 3.1 (Parking Accumulation) of the Technical Note (TN) named "1907-066 TN02A – Response to Highways".

HCC as Highway Authority therefore have undertaken their own analysis using TRICS to verify the trip rates and generation provided. HCC notes that the Highway Authority's analysis outputted trip rates for the AM Peak (08:00-09:00) and the PM Peak (17:00-18:00) which were higher than those provided in the TN. HCC used a range of sites in their analysis.

HCC notes that the full TRICS outputs provided in the Transport Statement are either for employees or pupils. HCC notes that only two sites have been used in this analysis, which is lower than standard. Therefore, HCC is requesting that parameter used (whether pupils or employees) are specified. It is also requested that a range of sites are used to accurately represent the site of the proposed development, or justification for just using the two sites is provided.

HCC also notes that the time period for drop-offs has been estimated to be three minutes. HCC are requesting that evidence to support this time period is provided, to demonstrate that it is an accurate estimate.

Therefore, HCC as Highway Authority are requesting information on the following:

- Details of the TRICS parameters used to get the trip generation, as well as reproducing the trip rates using more sites (preferably

more than 5) or justification for using only the two sites in the analysis.

- Evidence to support the three minute time period allocated to drop-offs.

Comments dated 17.3.20

Proposal

Change of use from office to day nursery, single-storey front extension, alterations and revised external layout

Amendment

Swept path analysis for parking spaces submitted

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:

Submitted information appears to be acceptable and sufficient to enable the removal of recommended Condition 1.

Comments dated 13.3.20

The drawings submitted previously did not make it clear whether the proposals interfered with the electricity box, which was the reason for the wording of the original condition. If the proposed plans do not interfere with the electricity box then Condition 1 can be reworded to the following:

1. Standard Outline Condition:

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

- i. Swept path analysis to demonstrate that vehicles are able to safely enter and egress the proposed two parallel drop-off only spaces. 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).

Comments dated 4.2.20

Amendment

Amendment to proposal: Change of use from office to day nursery, single storey front extension, alterations and revised external layout
<https://planning.dacorum.gov.uk/publicaccess/>

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:

1. Standard Outline Condition: No development shall commence until

full details (in the form of scaled plans and / or written specifications) have been submitted to and approved in writing by the Local Planning Authority to illustrate the following: i. Approval of the relocation of the existing statutory authority equipment box. The applicant should be aware that they would need to cover the costs of the relocation. ii. Swept path analysis to demonstrate that vehicles are able to safely enter and egress the proposed two parallel drop-off only spaces. 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. Travel Plan Statement / Parking Management Strategy- Requested Prior to Use: At least 3 months prior to the first use of the approved development a detailed Travel Plan Statement for the site, based upon the Hertfordshire Council document 'Hertfordshire's Travel Plan Guidance', shall be submitted and approved in writing by the Local Planning Authority. The Travel Plan Statement should include a Parking Management Strategy to ensure that on-street parking in the vicinity of the site is avoided. The approved Travel Plan Statement shall be implemented at all times. Reason: To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).

3. Access / Highway Works: Prior to the first use of the development hereby permitted the vehicular access and associated highway works shall be provided and thereafter retained at the position shown on the approved plan drawing number PL01 Rev A. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway. The highway footway and a full height kerb shall be reinstated where the vehicle access is no longer required, in accordance with a detailed scheme to be agreed with the Local Planning Authority in consultation with the Highway Authority, concurrently with the bringing into use of the relocated access. Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

HIGHWAYS INFORMATIVES: HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN) Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website: www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx.

AN) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should

be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

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

AN) Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

COMMENTS / ANALYSIS: The proposals in the application consist of the change of use from office to day nursery, single-storey extension, alterations, and revised external layout at 1 Hempstead Road, Kings Langley.

This response is to the second amendments submitted for the application, which include a response to HCC's responses to the initial application and the first amendments, both of which were recommended for refusal by the Highway Authority. The proposals were initially for a nursery for 50 children and 12-13 staff members, but

this has now been reduced to 40 pupils and 9-10 members of staff. Other amendments are made to the parking layout and access arrangements in order to address the reasons for refusal initially outlined by HCC.

The document submitted for the second amendments is Technical Note 1907-066 TN02A (TN02A). This response will address this document in addition to the Transport Statement (TS), Design and Access Statement (DAS), and proposed and existing plans and drawings submitted as part of the original application.

ACCESS ARRANGEMENTS: The site is located on the corner of Hempstead Road and Vicarage Lane. Vicarage Lane is a local access "C" road and Hempstead Road is a principal main distributor "A" road, both of which have a speed limit of 30mph and are highway maintainable at public expense. The current vehicular access to the site consists of two accesses onto Vicarage Lane that form a swept access. The access furthest east is less than 10m from the Vicarage Lane / Hempstead Road / High Street / The Nap junction.

It is stated in TN02A that the applicant is now proposing changes to the eastern access onto Vicarage Lane. The proposals would move it further west so that it is located 10m from the stop-line at the Vicarage Lane / Hempstead Road / High Street / The Nap junction and would be narrowed to 4m wide. This access is also proposed to be an exit-only egress, with the western access to be entry-only. HCC notes that these proposals demonstrate that safe access and egress could be made from the site. In relation to the alterations required at the eastern egress, including any full height kerbs and footway works that may be needed in relation to closing of the existing access, the applicant should be aware that they would need to enter into an agreement with the Highway Authority, as stated in the above informative.

It is noted that there is an existing statutory authority equipment box on the footway on the site frontage onto Vicarage Road which would need to be relocated to enable moving the eastern access further west. Plans of the relocation proposals would need to be submitted to the Highway Authority in order to discharge the above condition.

The amended proposals also include a pedestrian access to the site in the location of the existing eastern access. HCC welcomes this addition to the proposals.

PARKING AND MANOEUVRABILITY: In the TS, Dacorum Borough Council's (DBC) Parking Standards document is referred to when identifying the levels of proposed parking. It is stated that a maximum of 1 car parking space per 4 pupils at a nursery is the standard. The site is located within accessibility zone 4, which requires that a maximum of between 75% and 100% of the parking standard is met.

As stated in the TN02A, a total of eight parking spaces are now proposed at the site, which is within DBC's parking standards. However, three of these spaces are proposed to be drop-off only, reducing the parking provision proposed. Whilst the parking provision is

low, they are below the Borough's maximums, and therefore within the standards. HCC also notes that the surrounding highway has double yellow lines, therefore preventing cars using the nursery from parking on the highway. A parking accumulation table has been provided in TN02A which demonstrates that the proposed level of parking would meet the needs of the site. The applicant is reminded that DBC are the parking authority for the Borough, and therefore must ultimately be satisfied with any changes to parking at the site.

All parking spaces in the site should be a minimum of 2.4m x 4.8m, which is demonstrated in drawing PL01 Rev A. Parallel parking spaces should be at least 6m in length. The proposed two parallel parking spaces (drop-off only) appear to be 5.8m in length. Therefore, HCC notes that the applicant should provide swept path analysis drawings that demonstrate that cars are able to safely enter and egress each of the two parallel parking spaces at the site.

To address HCC's initial concerns regarding the lack of safe manoeuvrability with the site, TN02A now demonstrates in drawing PL01 Rev A that the western access would be entry-only and the eastern access would be an exit-only egress, which is welcomed by HCC. The applicant would need to submit a Parking Management Strategy to demonstrate how that these entry-only and exit-only accesses will be enforced, as well as to demonstrate the safe manoeuvrability of cars into the car parking spaces, in particular the four car parking spaces in the north east corner of the site.

TRIP GENERATION: TRICS database has been used to produce the trip generation for the proposed and existing site. TN02A states that the existing site generates the following numbers of trips: o AM Peak (08:00-09:00): 2 Arrivals and 0 Departures o PM Peak (17:00-18:00): 0 Departures and 2 Arrivals

The trip generation for the proposed site would be the following: o AM Peak (08:00-09:00): 6 Arrivals and 6 Departures o PM Peak (17:00-18:00): 5 Departures and 5 Arrivals

Therefore, the net trip generation for the proposed site would be the following: o AM Peak (08:00-09:00): 4 Arrivals and 6 Departures o PM Peak (17:00-18:00): 5 Departures and 3 Arrivals

As stated in TN02A, this is further supported by trip patterns generated by nurseries tending to differ from schools, with nurseries having a flatter profile of peak trips with less of a pronounced peak.

HCC notes that the proposed trip generation for the proposed site appear to be lower than what would be expected, however due to the limited parking and the opportunity to promote sustainable travel at the site this is seen as acceptable to HCC.

SUSTAINABILITY AND ACCESSIBILITY: The pedestrian infrastructure in the vicinity of the site is mixed, with paved footways on most roads, however this is only on one side of the road on sections of both Vicarage Road and The Nap. Cycle parking is proposed at the site, which is welcomed by HCC.

Kings Langley railway station is a 20-minute walk from the site and is served by regular trains which serve London, Hemel Hempstead and Watford. The nearest bus stop to the site is located on the High Street roughly a 1-minute walk from the site and is served by the 500 and 501 buses, which run regularly between Aylesbury and Watford via Tring.

TN02A notes that the site will aim to employ local staff and promote sustainable travel to and from the site. HCC notes that to promote sustainable travel modes at the site, a Travel Plan Statement should be submitted by the applicant, as stated in the above condition.

CONCLUSIONS: HCC as Highway Authority considers that the proposal would not have an unacceptable impact on the safety and operation of the surrounding highway network. Therefore, HCC has no objections on highway grounds to the application, subject to the inclusion of the above planning conditions.

Comments dated 14.1.20

Update on meeting between Highways and agent.

The meeting went well, we discussed potential ways to address the problems outlined in both of my responses so far. The transport consultants have said that they are going to produce another technical note as another amendment that they will send over to me. The following changes to the proposals were discussed:

- . Move the existing access closest to the junction further away so that it is 10m from the stop line at the junction - they suggested doing this with bollards which could enable a safe pedestrian access to the site too
- . Changes to the drop-off bays and how they will be perceived at the site - these changes are to be confirmed in the amended document
- . Reduce the size of the development to 40 pupils and 10 staff
- . Remove the car parking space from the bottom right corner of the site to allow for improved manoeuvrability within the site
- . Make the bicycle parking provided more visible to the street to encourage sustainable travel
- . Ensure that the access closest to the junction would be exit-only.

We also noted that a Travel Plan / parking management strategy would be needed to enforce that the exit-only access and the drop-off bays are used correctly.

I still have some concerns, in particular regarding the limited parking provision and the potential for overfill parking on the double yellow lines in the vicinity of the site, but the proposed changes that they suggested

have potential to reduce the safety concerns to an extent.

Comments dated 23.12.19

Amendment

Technical Note submitted as an amendment to the application for the change of use from office to day nursery, single storey front extension, alterations and revised external layout

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 recommends that permission be refused for the following reasons:

HCC as Highway Authority previously responded to this application (19/02662/FUL) recommending refusal on 27/11/2019. The reasons for recommending refusal were as follows: 1. The proposed parking layout is unsafe and would not allow all vehicles to safely manoeuvre around the site and leave in a forward gear. 2. The level of parking provision is not enough for the scale of the proposals and is likely to lead to congestion and safety hazards on the surrounding highway network. 3. The net trip generation would result in an unacceptable impact on free and safe movement on the highway network, with a significant number more trips generated in the proposed than the existing site, which is heightened by its High Street location.

The applicant has since submitted a Technical Note (TN) - 1907-066 TN01 to address the queries that HCC had when responding to the application. The TN also states that it is understood that the client intends to reduce the size of the proposed nursery from 50 to 40 pupils and from 12/13 staff members to 9/10.

RESPONSE TO REASONS 1 AND 2 FOR RECOMMENDING REFUSAL: In response to reasons 1 and 2 for recommending refusal, in relation to parking, an alternative parking arrangement drawing has been provided, which shows nine parking spaces. Of these nine spaces, three are labelled as drop-off only. The parking standards state that the minimum number of parking spaces for the scale of the site would be nine, and therefore the six parking spaces do not meet this. To be in accordance with the guidance, nine parking spaces would need to be provided, and any drop-off only spaces would need to be in addition to this.

In the TN it is also stated that cars dropping off would not reverse directly out of the parking area onto the highway when leaving the site, however there are no measures proposed to prevent this. The likelihood of cars having to reverse onto the highway is heightened by the limited space in the parking area for manoeuvrability, and therefore if more than four vehicles are dropping off at the same time, then a fifth may be forced to reverse out of the site. The number of trips proposed in the peak periods means that this is a likely occurrence. The proximity of the site to the Hempstead Road / Vicarage Lane junction enhances

the risk of reversing on to the highway from the site.

Therefore, HCC maintains reasons 1 and 2 for recommending refusal in the initial response.

RESPONSE TO REASON 3 FOR RECOMMENDING REFUSAL: In response to reason 3 for recommending refusal, related to the trip generation, it has been noted that the trip rates for the nursery include all trips to and from the site, including staff and parent trips. It was also noted that staff would be required to be at the site before pupils arrive, and would be employed locally and travel by foot, public transport or bike.

It is then stated that the increase of trip generation by 33 trips would be less than 3 vehicles per hour. However, as stated in the Transport Statement (TS) provided in the initial application, the proposals would result in 16 trips in the AM Peak and 12 trips in the PM Peak, the net trips would be 14 in the AM Peak and 10 in the PM peak. HCC reiterate that this is a significant increase. The intensification of use of an existing access less than 10m from a junction would not be in accordance with the Highway Authority's specifications and would have the potential to interfere with the safe and free functioning of the highway.

Therefore, HCC maintains reason 3 for recommending refusal in the initial response.

CONCLUSION: Due to the reasons stated throughout this response in relation to the proposed parking and trip generation, HCC is recommending that the application be refused.

Comments dated 27.11.19

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 recommends that permission be refused for the following reasons:

1. The proposed parking layout is unsafe and would not allow all vehicles to safely manoeuvre around the site and leave in a forward gear.
2. The level of parking provision is not enough for the scale of the proposals and is likely to lead to congestion and safety hazards on the surrounding highway network.
3. The net trip generation would result in an unacceptable impact on free and safe movement on the highway network, with a significant number more trips generated in the proposed than the existing site, which is heightened by its High Street location.

COMMENTS / ANALYSIS: The proposals in the application consist of the change of use from office to day nursery, single-storey extension, alterations, and revised external layout at 1 Hempstead Road, Kings Langley.

The proposals are for a nursery for 50 children and would employ 12-13 staff members.

A Transport Statement (TS), Design and Access Statement (DAS), and proposed and existing plans and drawings have been submitted as part of the application.

ACCESS ARRANGEMENTS: The site is located on the corner of Hempstead Road and Vicarage Lane. Vicarage Lane is a local access "C" road and Hempstead Road is a principal main distributor "A" road, both of which have a speed limit of 30mph and are highway maintainable at public expense. The current vehicular access to the site consists of two accesses onto Vicarage Lane that form a swept access. The access furthest east is less than 10m from the Vicarage Lane / Hempstead Road / High Street / The Nap junction. There are no proposed changes to the vehicular access at the site.

PARKING AND MANOEUVRABILITY: In the TS, Dacorum Borough Council's (DBC) Parking Standards document is referred to when identifying the levels of proposed parking. It is stated that a maximum of 1 car parking space per 4 pupils at a nursery is the standard. The site is located within accessibility zone 4, which requires that between 75% and 100% of the parking standard is met. The proposed site is expected to have 50 pupils, meaning that car parking provision should be between 9 and 13 spaces. The site is stated to likely have 12-13 staff members.

In the TS it is stated that 6 parking spaces would be provided, as well as 3 drop-off bays at the front of the site, although drawing number VS01 in Appendix C of the document shows 7 parking spaces and 3 drop-off spaces. The DAS states that the site would have 5 staff parking spaces in the existing parking area and then a drop-off zone would allow for another 5 parking spaces, resulting in 10 spaces in total. The application form states that there are 10 parking spaces in total. The conflicting information provided means that the car parking proposals are unclear.

From the information provided in drawing VS01, whilst the 7 car parking spaces are appropriate dimensions (4.8m x 2.4m) the three drop-off bays are not drawn out. The nature of the drop-off bays in the drawing means that they are not counted as car parking spaces. If drawn out in the plan, it is likely that the three drop-off bays would block cars moving through the site, and therefore force cars parked at the east of the site (5 spaces) to reverse onto the carriage at the busy junction to be able to leave the site. The car park design, with the stacked parking spaces would also contribute towards this issue further.

The concerns regarding safety are also enhanced due to the fact the eastern access to the site is less than 10m from the Vicarage Lane / Hempstead Road / High Street / The Nap junction. HCC does not deem the parking layout to allow for safe manoeuvrability with the site. The level of parking is also below the required amount, which would potentially lead to on-street parking for nursery drop-offs and collections, as well as some staff members having to park elsewhere, despite the double yellow lines in place.

	<p>The applicant is reminded that DBC are the parking authority for the borough and therefore ultimately should be satisfied with any proposed changes to parking arrangement on the site.</p> <p>TRIP GENERATION: In the TS the trip generation for both the existing and proposed site has been outlined using the TRICS database.</p> <p>For the existing site, the following parameters were used: o Office land use; o Town Centre, Edge of Town Centre, and Suburban Area sites; o South East and East Anglia regions. HCC agrees with the parameters used for the existing site.</p> <p>The trip rates and trip generation calculated for the existing site were as follows: o Trip Rates / 100sqm: o AM Peak (08:00-09:00) Arrivals: 1.158 and Departures: 0.100 o PM Peak (17:00-18:00) Arrivals: 0.102 and Departures: 1.016 o Daily Arrivals: 5.243 and Departures: 4.258 o Trip Generation (180.4sqm GFA) o AM Peak (08:00-09:00) Arrivals: 2 and Departures: 0 o PM Peak (17:00-18:00) Arrivals: 0 and Departures: 2 o Daily Arrivals: 9 and Departures: 8 HCC agrees with the trip rates and generation produced for the existing site.</p> <p>For the proposed site, the following parameters were used: o Nursery land use; o Town Centre, Edge of Town Centre, and Suburban Area sites; o South East and East Anglia regions. HCC agrees with the parameters used for the proposed site.</p> <p>The trip rates and trip generation calculated for the proposed site were as follows: o Trip Rates / Pupil: o AM Peak (08:00-09:00) Arrivals: 0.150 and Departures: 0.150 o PM Peak (17:00-18:00) Arrivals: 0.125 and Departures: 0.125 o Daily Arrivals: 25 and Departures: 25 HCC agrees with the trip rates and generation for the proposed site.</p> <p>The net trips are therefore as follows: o AM Peak (08:00-09:00): +14 o PM Peak (17:00-18:00): +10 o Daily: +33</p> <p>However, no trip rates have been provided for the 12-13 staff members at the proposed site, so the increase of trips from the existing to proposed is likely to be more. Even without the staff trips, the expected increase in trips from existing use to the proposed is a significant amount, from 17 to 50 trips daily. This is heightened by the site's proximity to Kings Langley High Street and village centre, which would likely be affected by the increase in car trips in relation to congestion and consequently air quality and safety.</p> <p>CONCLUSION: Due to the reasons stated throughout this response in relation to the proposed parking and trip generation, HCC is recommending that the application be refused.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Contamination</p> <p>Having reviewed the documentation submitted with the above planning application and having considered the information held by the Environmental Health Department I have no objection to the proposal but I do have the following advice and recommendations in relation to land contamination.</p> <p>The application is for an extension to a previously developed</p>

commercial site and a change of its use to a children's nursery. This will constitute an increase in the vulnerability of the proposed end use and user to the presence of ground contamination in comparison to the current commercial land use.

Although there is no specific information or land use history to indicate that ground contamination is likely to have occurred, it remains possible that during the redevelopment of the site circa-1960, or as a result of informal land uses and activities, ground contamination could have occurred.

As such, given the vulnerability of the proposed end use to the presence of ground contamination the following planning condition is recommended.

Condition 1:

Any external play area shall not be a soft landscaped area of a type that could result in the users of the site coming into contact with the underlying ground. Unless and until a land contamination risk assessment has been undertaken and submitted in writing to, and agreed by, the LPA.

Reason: to ensure that no development takes place that would introduce a risk to health of the site users that is associated with the potential presence of ground contamination. To ensure a satisfactory development in accordance with Core Strategy (2013) Policy CS32.

Informatives:

The above condition is 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.

Noise

Comments dated 18.5.20

So, this report is better as it has not just relied on sound insulation but practical methods for managing potential noise issues. The conditions suggested are fine with me, but do require finalisation around children numbers.

I would suggest a noise management plan is finalised before determination which we can condition against the development, rather

than doing afterward or state that the development shall not commence until a NMP is agreed. I like the aspects which use a chill out / quiet area for dealing with children that are upset. I've copied in the suggested NMP below.

Conditions

The hours of site operation shall be restricted to Monday-Friday (07:00 - 19:00) hours. No site activity on Saturday, Sundays or Bank Holidays. No external amenity use outside of 09:00 - 17:00 hours.

Reason: To protect the residential amenities of the locality, having regard to Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 (f) of the National Planning Policy Framework (2019).

The number of children using the nursery hereby approved shall be limited to [a quantity, possibly limit number on 1st floor] in total.

Reason: In order to protect the amenities of adjoining occupiers and to ensure adequate parking provision, having regard to saved Appendix 5 of the Dacorum Borough Local Plan (2004), Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 (f) of the National Planning Policy Framework (2019).

A scheme of sound insulation shall be implemented to upgrade the separating element between ground and first floor areas of the proposed nursery to the adjacent residential receiver. This shall include structurally independent wall linings at ground and first floor levels and control any weakly insulating flanking elements.

AND

A Noise Management Plan shall be submitted to an approved by the LPA and implemented before the development hereby approved comes into operation.. A log of periodic monitoring and actions be kept. Together with a log of complaints; together with corrective actions undertaken.

Reason: To protect the residential amenities of the locality, having regard to Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 127 (f) of the National Planning Policy Framework (2019).

Suggested NMP

1) This Noise Management Plan shall be reviewed, and the review

recorded in writing (acknowledging any complaints, concerns, actions, amendments or training recorded) annually by the 1st January each successive year hereafter.

2) Any alteration to the Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

3) Training shall be provided to explain the function of the noise management plan along with the mitigating measures contained within it. A record shall be maintained for all staff who have been trained and informed on the requirements of this plan.

4) A complaints procedure shall be implemented and maintained, with a log of complaints and mitigating actions, with time and dated associated records. Attention will be made to community liaison with neighbouring residents and good administrative procedures.

5) Staff shall acknowledge the nursery lies connected to a residential dwelling and so there is an overall emphasis to control unreasonable use to reduce the possibility of noise disturbances.

6) Activities within all playrooms shall always be structured and supervised by staff members, to avoid care-free activities that might lead to noise disturbances.

7) The nursery building shall never be used by any staff or children outside approved hours of development use [suggested 07:00 to 19:00].

8) The nursery shall establish and implement a means to gather children's attention to avoid the need for raised and/or loud voices of supervising staff. A bell or clap may be suitable.

9) The nursery shall establish and implement a calming room or zone, to be appropriately named within the building; as a means to comfort children who may become upset, distressed or act in an unsuitable manner. This shall be actively used on a daily basis.

10) All accidents, incidents and any unforeseen 'noisy' activity shall be logged and notified to site management. Such events shall be discussed in regular training sessions or meetings to establish suitable management provisions and how similar events might be avoided in future.

11) Musical instruments of any kind shall be prohibited from use inside the nursery at all times.

12) Amplified music shall not be played above a level that could be compared to a normal speaking voice as to be considered as background music. This shall be monitored by management. Final judgement on how loud a music source can be shall be provided by management only.

Comments dated 31.3.20

I am struggling with the report since it has applied guidance which is not appropriate to the likely noise that might be associated with a nursery. Therefore I am unable to accept the proposal.

The report uses BS8233:2014 to justify the scheme of sound insulation, but this is not within the scope of the standard and how it should be used. BS 8233 acknowledges that noise levels used refer only to the physical characteristics of sound and cannot differentiate between pleasant and unpleasant sounds. Important though psychological factors are, it is not practicable to consider them in this guide. However, the nature of some nursery activity will be perceived as pleasant / unpleasant sound, and which has not been acknowledged in anyway within the assessment.

The scope of BS 8233:2014 does not provide guidance on assessing the effects of changes in the external noise levels to occupants of an existing building. Examples of noise sources all assess impact from noise sources outdoors, and how this may impact on the internal environment. Determining impact with BS8233 is also limited to very specific sources of noise, that being steady sources, such as those due to road traffic, mechanical services or continuously running plant. This passage is detailed within section 7 of BS 8233, and notably the section used by the acoustic consultant to determine sound insulation requirements does not acknowledge the scope and limitation. By moving from an office occupation to a nursery business there will clearly be change in character of noise, and likely reaction to it.

The assumptions of the layout of the adjoining flat need to be confirmed as well, as this will have a bearing on the outcome of acceptability. It assumes that adjoining rooms (in the adjoining flat) are kitchen and bathroom. These are less critical spaces in respect of noise impact and therefore be of less concern. However we do not know this, and with the uncertainty of the wall treatment has not satisfied if an adverse impact will be avoided. The ground floor also represents a potential source of noise, by which sound can travel through buildings and the likelihood of impact from this part of the business.

The assessment needs to demonstrate why the proposed insulation scheme will not lead to an adverse outcome in terms of noise, having regard to relevant policy context on noise. This could also explore the use of internal layout to create buffers for noise along the party wall, for example redesign of internal layout by creating rooms / buffers between the adjoining space, e.g. cloakroom, walk in toy cupboard, staff room, kitchen etc.

Comments dated 26.2.20

In a policy sense we want the developer to demonstrate that the development can be made acceptable in noise terms noting the site adjoins an existing residential development.

The difficulty arises in that we don't have definitive guidance that states what is acceptable as a noise level for residential property where the noise is neither steady nor continuous. Therefore the best test will be sound transfer between properties to note what is existing, and if adequate. It can give a subjective as well as objective indication of the amount of sound passing through the party wall. If not then we would be looking at either upgrading existing provision or redesign of internal layout to create screening between properties. However if the flat adjacent is also protected by non-habitable rooms it could also make for acceptable development.

comments dated 6.1.20

I can work with a planning condition but will insist that a noise insulation scheme takes account of transmission by testing from the Services Club.

Effectively what I want to avoid is another consultant coming along and seeking to design to BS 8233 or similar. This standard applies to steady / continuous sound whereas nursery noise is going to be laughter, crying, screaming etc.

It may be that a way to address this is to screen the party wall by creating a corridor and reversing the access corridor. Similarly if the layout of the flat is such that habitable rooms are at the front a revision of internal layout of the nursery (reversing staff 1/4s) may be appropriate. If internal layout plans need to be revised would this require a revision of approved plans application?, i.e. which will benefit the applicant more.

Noise

Comments dated 3.12.19

I am minded to object on noise grounds. I have visited the application site this afternoon and note the adjoining Services Club appears to have residential on the 1st floor. This shares a party wall with the application site.

As a nursery there is potential for children related noise which could impact on the existing residential neighbour. The proposed nursery would accommodate up to 50 children and the potential for a noticeable amount of noise to pass through the party wall. Absent a noise assessment of further evidence which demonstrates the adjoining neighbour is not residential, I cannot support this application on noise grounds.

This can be overcome by a noise assessment to determine suitability of

	the site.
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
11	12	1	10	0

Neighbour Responses

Address	Comments
66 Vicarage Lane Kings Langley Hertfordshire WD4 9HR	<p>This property is situated on what is probably the most dangerous junction in Kings Langley, with heavy traffic and footfall at peak times.</p> <p>Parents dropping off or collecting their children will have little parking space and difficult access. The traffic on Vicarage Lane and the High Street is already near the limit at these times and parking in the unloading bay outside the Butchers, and on the double yellow lines in Vicarage Lane by Snack Shop users further aggravates the situation.</p> <p>This is a poorly conceived idea and I urge its rejection.</p>
25 Vicarage Lane Kings Langley Hertfordshire WD4 9HS	<p>A thoroughly crude, lazy and unsympathetic extension to an interesting building in the conservation area and hardly the most inspiring entrance to a new venture.</p>
66 Vicarage Lane Kings Langley Hertfordshire WD4 9HR	<p>This property is situated on what is probably the most dangerous junction in Kings Langley. The site has very limited parking spaces for staff and for drop off areas for parents. The safety of the children should be paramount which is impossible given the size of the site, double yellow lines on Vicarage Lane, Marwood Close, and the Glebe. There is footpath only on one side of Vicarage Lane, again cause for concern where the safety of children are concerned. By 7.30 in the morning students are already arriving for the Senior School in nearby Love Lane, again clashing with parents arriving at the nursery. The outside space is inadequate for 50 children and access outside is very necessary for their well being. There is nothing to recommend the development of this site as a Nursery.</p>
3 Hempstead Road Kings Langley Hertfordshire WD4 8BJ	<p>Concern</p> <p>As the manager of the premises with a car park next door. I am concerned about the Parking/Drop off areas. It all seems very tight according to the plan. Also the plan is working on a medium sized car, which means that if any member of staff has anything bigger, it will not work.</p> <p>The drop off area is also tight and in my experience a lot of mums these days have big 4 X 4's.</p>
Kings Langley	<p>Parking, highway safety and traffic, There are regular damage only</p>

	<p>accidents here (most of which do not appear to have been reported if the planning application is correct). This site is based at possibly the most dangerous junction along this stretch of road and also one of the most congested. The suggestion that parents will walk clearly has not seen the volume of traffic travelling to both main schools which are also in 'walking distance'. If parents have to get to work, they won't be walking.</p> <p>The planning application is made on the basis there will be 12 staff and 50 places available at any time between 7am and 7pm - .traffic trying to use the carriage drive would cause utter chaos at the front of the site would allow for the drop off and collection of children at the start and end of their nursery care period! Presumably the children walk themselves in having got out the car as it pulls away. All the school and commuter traffic will be vaporised to allow this to happen.</p> <p>The traffic along the High Street and Vicarage Lane at peak times is tracking back from the M25 roundabout.</p> <p>Layout and density The play area for 50 kids is part of the strip of land to the west next to the car park entrance for the Services Club. It is clearly insufficient for 50 children or ven half that number.</p> <p>There is an extension (single storey) to the FRONT.</p> <p>Design and appearance Difficult to tell from online plans but will be very visible and not in keeping with the immediate area.</p> <p>Disabled access. Nothing obvious for disabled access, staff, parents or children.</p>
<p>2 The Warren Marwood Close Kings Langley Hertfordshire WD4 9LQ</p>	<p>I am writing to express my concern over the above planning application for a nursery on Vicarage Lane in Kings Langley.</p> <p>The parking on this site is extremely limited, if staff are to park there then there will be little space for parent vehicles. My experience of nursery drop off and pick up is that it tends to be concentrated at a few key times with a significant number of parents arriving together. This will be difficult to manage on this site especially given it is alongside a very busy junction between the High Street, Vicarage Lane and The Nap. In the mornings and evenings the queue from the junction backs up Vicarage Lane, often to Marwood Close where the cars are parked, this makes it difficult to enter and exit the site. Given that the reason most parents use nurseries is that they work themselves it is likely that, even if they live nearby, they will have onward journeys to work and will be bringing their cars to drop off and pick up. The plan shows far more parking spaces than I believe are viable on that site. Having lived in the area for almost 20 years I have seen the site used for a number of things and access to and egress from the site for vehicles is always a problem.</p> <p>Additionally I do not think this is a particularly child friendly site. There is virtually no outdoor space, the nearby roads are busy and difficult to cross and so there are few opportunities to get out into the fresh air.</p>
<p>4 Vicarage Lane Kings Langley Hertfordshire WD4 9HR</p>	<p>This application is not a good idea because:</p> <p>Parking: There would be virtually nowhere to park except illegally and dangerously.</p>

Highway Safety

1. It is not safe for pedestrians or drivers and could cause multiple dangers and inconveniences for them.
2. It is close to an accident hotspot crossroads.
3. It is on an ambulance route.
4. It is a 30 mph road (NOT 20 as they state)
5. Parents would have to park on double yellow lines
6. Parents would be queuing on Vicarage Lane and the High Street, and that would obstruct traffic.
7. Problems already occur when someone parks on the double yellow lines to pop to sandwich shop. When they are overtaken the overtaker is near the junction on the wrong side of the road.
8. Cars will have to overtake the Nursery queue, so then will be on wrong side of the road near junction
9. Highway Safety for children going to school
Children going to school have nowhere else to cross but on that junction.
10. There is NO pavement on one side of Vicarage Lane
11. Financial viability
Most parents would be driving to drop off their child on the way to work. They would not walk there then walk back as they would be rushing to avoid the rush hour which is 7:30-9:30 and not an hour at all.
12. The few parking spaces on Vicarage Lane and in Marwood Close are full to capacity and quite a distance from proposed Nursery due to the blind corner and narrowness on Vicarage Lane needing double yellow lines almost everywhere. There is not enough parking even for the residents. There are Terraced houses with no drives on Vicarage Lane and the parking already causes one way only traffic and queues to go up and down Vicarage Lane. Parents would have to use double yellows to make this Nursery viable and that is illegal and dangerous.
13. Noise
At 7-8am
Noise of cars
14. Noise of people shouting goodbye
15. Noise of children when they are outside in the ridiculously and cruelly small space planned for them.
16. This is all so close to peoples homes and bedrooms where they may be trying to sleep between 7:00am and 8:30am.
17. Traffic
Many cars are likely to arrive and leave at the same time causing

	<p>multiple problems on top of the current traffic. The proposed Nursery is for 50 children at any one time so many more than that could go and come with some only doing mornings or afternoons etc.</p> <p>18. Kings Langley is a Commuter Village M 25 25 mins train to London Euston Road to Hemel Hempstead and Watford There is not much employment in Kings Langley. Most people commute. People who work here mostly don't live here either. Small population with not many children under five in the Village People will bring children from surrounding area on their way to work</p> <p>19. Double yellow lines are all around near the proposed nursery The double yellow lines are there for very good safety reasons, so cars parking or queuing on them will cause danger to cars and school children. If you are coming to the site to inspect please let me know and I will explain all the hazards I have mentioned.</p> <p>20. In the drawing A car is facing the wrong way! It does not show that there is no pavement on one side of Vicarage Lane The building on the no pavement side is missing as are the driveways to houses missing. This creates a bias toward the proposed nursery looking more doable than is actually the reality.</p> <p>21. Blind bend There is a blind bend on Vicarage Lane outside house number 5 and that is where lorries mount the pavement due to cutting off the corner.</p> <p>22. Turning in the mouth of The Glebe or Marwood Close or peoples driveways This is bound to occur for multiple scenarios I can think of and could show you if you come. Parents will not want to go all the way round either up Langley Hill or down it when they arrive or leave.</p> <p>23. Vicarage Lane is a busy road already and jams already occur, causing whole lines of traffic to have to reverse and give way on occasion. It is the main route from Chipperfield and beyond to school, M25, Kings Langley Station etc.</p> <p>I think the proposed nursery needs to find a more appropriate venue rather than cramming it on a busy junction accident hotspot.</p>
<p>4 Vicarage Lane Kings Langley Hertfordshire WD4 9HR</p> <p>With request that information is provided prior to the DMC meeting.</p>	<p>Comments dated 13.7.20 at 19:50</p> <p>I said that I would get back to you regarding queues forming at the nursery. The points I wish to make are:</p> <p>1) if someone needs to spend 10/15 minutes dropping off their child, perhaps because the child is particularly distressed or a staff member needs to discuss matters with parent/carer, then queues will form. This</p>

can easily happen as it involves very young children.

2) many parents/carers may arrive at certain times, like 7.15, 7.30. Arrivals will not be evenly spread over the hour.

3) you cannot rely on the anecdotal time estimates for drop off from the applicant, who has a vested interest in presenting a low estimate. Whilst there appears to be some acknowledgement of this in Hertfordshire Highways' comments of 9th July 2020: "HCC acknowledges that a 6-minute drop-off may still be optimistic", the times may typically be longer.

In addition, I don't think limited parking should necessarily make the trip generation figures acceptable to HCC. The sentence below is taken from HCC's comments of the 9th July:

"HCC notes that the proposed trip generation for the proposed site appear to be lower than what would be expected, however due to the limited parking at the site and the opportunity to promote sustainable travel at the site this is seen as acceptable to HCC."

Parent and carers do not necessarily prioritise sustainable travel when dropping off their child before rushing to work. The impact could be people parking illegally on double yellow lines where there has historically been an absence of monitoring and enforcement activity.

I would say that the walking time to travel from the Langley Hill Car Park could take much longer than the 5 minutes mentioned in the HCC's comments 9th July when it involves young children, perhaps in pushchairs or walking very slowly. There are endless little jobs with young kids: getting out and opening the pushchair, getting the nappy bag, unstrapping and getting the child out of the car, putting child into the pushchair and strapping them in to the pushchair.

Comments dated 13.7.20 at 13:08

I think much better Trip Generation Figures could be produced. Please see below evidence that indicates that the **vehicle trip generation rate should be at least 40% greater** than the figures from the applicant, which Hertfordshire Highways has deemed as acceptable.

A very important, if not the most important parameter, to determine the estimated vehicle trip generation rate is the population within a mile. If the population within a mile is low, then more people will travel by car from remote locations.

I have previously sent communications (see footnote 1 below) to Dacorum and Hertfordshire Highways about the inadequacy of the applicants' transport figures, both in terms of population within a mile figures and more visually as maps. In simple terms, I can walk from the proposed nursery to endless open fields within 10 minutes, which is not the case for locations used by the applicant to generate trip generation rates. Despite this, Hertfordshire Highways have deemed the most recent trip generation figures from applicant as acceptable.

I now attach some TRICS trip generation figures from another application, which could give an underestimate for the proposed Kings Langley nursery but nevertheless shows almost **40% more vehicles** during peak time. (0.439/0.314 8 to 9 am total trip rate) than the applicant's figures. See link or

attachment: https://www.ribblevalley.gov.uk/planx_downloads/16_1206_Transport_Statement.pdf

It is an underestimate as 80% of survey days relate to locations with populations within a mile greater than that of Kings Langley.

Request to Hertfordshire Highways:

1. Can you please review what parameters for the trip generation rates should apply for this planning apply and advise the applicant accordingly. Whatever the outcome, can you please provide clear justification for why you find the applicant's parameters acceptable and why they reflect the circumstances for the proposed nursery in Kings Langley. So provide geographical descriptions of Kings Langley and of the other locations and shows how similar or different they are.

2. I refer to your comments on the Dacorum planning website as consultees that:

"Parking Management Strategy to ensure that on-street parking in the vicinity of the site is avoided."

Can you please explain why this Strategy is not available before the Dacorum Planning committee meeting, so that all participants can see whether the Strategy addresses parking concerns on double yellow lines and near the homes of local residents.

Request to Dacorum Borough Council

Can you please delay your report and meeting at the Dacorum Management Committee until my requests above have been addressed?

Being a member of the Government Operational Research Service (GORS), I am able to give an opinion about queues forming at the nursery, and will provide my views, hopefully later today.

Comments dated 17.6.20

I have one more comment. The most recent traffic generation figures indicate more traffic between 7 to 8am, and this strengthens the argument I made below about the opening time being from 8am. That would allow local residents to sleep.

I have a concern about parking. There is a requirement to have 7.5 to 10 car spaces, according to Dacorum Parking Standards. See para 2.3 of the applicant's Technical Note of January 2020.

In the applicant's Swept Path Analysis, it shows 5 parking spaces and 3 locations for drop off only. The applicant has miscategorised the drop off only locations as parking spaces.

I therefore conclude that the application does not meet the parking standards of 7.5 to 10 car spaces, as the proposal only provides 5 parking spaces.

Please forward this on to the appropriate person at Hertfordshire Highways, and please let me know if you have done so.

16.6.20

Thank you very much for letting me know. I still have a concern. The secondary filter selection in Appendix A in applicant's Technical Note of June shows "population within a mile" figures that are all much higher than those for the proposed site in Kings Langley.

If there are fewer people living close to the proposed nursery, then more people will drive to it.

Can you please forward this to the appropriate Hertfordshire Highways person?

14.6.20

My comments cover:

1) Trip generation estimates are underestimates.

Please see attachment. I would be grateful if you could forward to the appropriate person at Hertfordshire Highways, and let me know if you have done this.

2) Noise to local residents.

Seeing the new arrangements for cars to enter and leave the site, I think most drivers would arrive via the High Street/Hempstead Road and turn around in Vicarage Lane, possibly near The Glebe where residents live making a lot of noise.

The applicant has requested that the nursery is open from 7 am, and staff would arrive earlier than this. This would disturb resident's sleep.

I therefore request that if planning is granted, then there is a condition that the nursery is only open from 8am and closes at 6pm.

3) Inadequate measure to protect residents from noise.

I refer to the Arrival and Departures policy in Appendix A of the applicant's technical note dated 21 Jan 2020 relating to their transport statement, which includes:

There is to be no parking on designated walk ways or double yellow lines. Please DO NOT block up any residential spaces in the surrounding area. It is important for us to keep good relations with our neighbour's and within the community.

The applicant clearly recognises an important issue, but gives no details about what monitoring there will be and what the sanctions will be.

I therefore request that the applicant is asked to provide details about monitoring and sanctions.

Highway safety concerns - misleading car trip generation figures (19/02662/FUL)

This concerns a planning application to convert a building into a day nursery (1 Hempstead Road, [bottom of Vicarage Lane] Kings Langley).

The current application, I believe, endangers lives. The application has assumed a population in the vicinity of the proposed nursery that is higher than it actually is, which therefore has overestimated the number of people walking to the nursery, and underestimated those that would travel by car. It is reasonable to expect that if one lives further from a nursery one is more likely to travel by car. Population within a mile Actual figure (Kings Langley) 5,000 to 10,000 (estimate, see below)

Applicant's figures, other nurseries	15,000 to 20,000 based on two 25,000 to 50,000.
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The applicant has used car trip generation figures from TRICS database, based on two nurseries with much higher populations in close proximity to their nurseries. (See page 54, pages unnumbered, from the applicant's Transport Statement dated October 2019 for these figures.) This is not a like-to-like comparison, and it seems that the applicant has not justified the selection of these nurseries that have much higher local population figures.

If you look at the homes within a mile of the proposed nursery, most lie within Kings Langley parish. See map of Kings Langley Parish is produced by Dacorum:

http://www.dacorum.gov.uk/docs/default-source/strategic-planning/kings-langley-parishboundary-map---submitted.pdf?sfvrsn=4dc90a9e_4

The Population of the Parish is currently around 5,000.

[http://kings-langley.localstats.co.uk/census-](http://kings-langley.localstats.co.uk/census-demographics/england/east-ofengland/dacorum/kings-langley)

demographics/england/east-ofengland/dacorum/kings-langley
To demonstrate further that there is a lower population in close proximity to the proposed Kings Langley nursery than indicated in the application, please see maps on next page with a circle showing a twenty minute walk to the proposed nursery. The circle has a $\frac{3}{4}$ mile radius, corresponding to a twenty minute walk.

There are other factors that exacerbate further highway risk concerns:

- o A particularly vulnerable group are children who have to walk to

Kings Langley Primary School or to Kings Langley Secondary School, and have nowhere else to cross the road but at the bottom of Vicarage Lane. There is no pavement on one side of Vicarage lane. Kings Langley is a commuter village and that would further increase the traffic in Kings Langley village generally as well as at the bottom of Vicarage Lane where children cross. Some parents/carers would drop off their children at the proposed nursery and then drive and park their car at Kings Langley station a mile away to travel into London.

My conclusions are that: the current proposal endangers lives, particularly children's lives as they walk to school, and have nowhere else to cross the road. Hertfordshire Highways will most likely want to review the traffic generation assumptions in the application, and then Hertfordshire Highways and Dacorum will most likely want to review the application itself with a focus on highway safety.

Kings Langley is much more rural than the two other nurseries referred to. Blue circle's radius shows twenty minute walk to nurseries, $\frac{3}{4}$ mile radius.

I found out today by chance from Dacorum Councillor Alan Johnson that there is a planning application to convert 1 Hempstead Road, Kings Langley into a day nursery, and Mr Johnson referred me to you. As I live near 1 Hempstead Road, I am surprised that we were not notified of this application by Dacorum council in the usual way. There are important issues like lack of parking, traffic congestion, traffic noise and pedestrian safety.

I am objecting to this planning application, because of
Parking

There is lack of parking provision at the site for parents, carers, so parents and carers will use double yellow lines along Vicarage Lane.

Highway Safety

cars driving into and out of the day nursery will create an accident hotspot as it is so close to the junction to the high street, and one counsellor has says it is already an accident hotspot and I agree.

Parking of unattended cars on double yellow lines is likely to happen as it currently already does, obstructing traffic on a narrow road near the junction.

In relation to the above, the double yellow lines on Vicarage Lane currently do not deter people parking on them and are unlikely to do so for people dropping off infants and children. That is a dangerous situation, particularly at busy school times and for those hundreds of pupils walking to the local school who have to cross the road at the bottom of Vicarage Lane as there is NO other option due to there being NO pavement on one side of Vicarage lane.

Financial viability

The day nursery will only be viable if parents, carers park on double yellow lines, relying on the lack of enforcement. In other words, they will rely on breaking the law.

Noise, in particular traffic noise arising from cars stopping and reversing as they try to find a parking space and then turn around when

leaving. Car door slamming will also be heard from front bedrooms in our and other houses. This is close to residential homes.

No provision for disabled staff, parents, carers and infants. There is no lift between the ground and first floor, and no disabled toilets. This may need to be considered given the change of use of the building and works on it.

Previous refusal for an extension on this site.

There are inaccuracies in the application, which underplay the highway risks.

To support previous points I will first outline the volume of traffic to and from the nursery, the lack of parking and its consequences, and then, bearing these in mind, the creation of an accident hotspot arising from inadequate arrangements for cars to arrive and leave the day nursery.

If you are planning to do a site visit, we would be happy to explain our points at the site.

Volume of Traffic

There is evidence to suggest that many people will drive to the nursery, far more than indicated in the Transport Statement. I would not be surprised if at least 10 to 15 cars arrive around the same time in the morning.

The day nursery has capacity for 50 infants and during the day, some infants will leave allowing space for other infants to arrive. So more than 50 infants could arrive and leave during the day.

There are important factors that make Kings Langley different to the two survey sites day nurseries in Peterborough and Lowestoft used in the Statement to produce the traffic generation estimates for a day nursery.

Kings Langley is a commuter village, has a small population, provides access to M25 and Watford so already has high traffic levels.

Kings Langley is a commuter village, ie a place where people live and travel elsewhere to work, whether it is via train to Central London, or via the M25 which is next to Kings Langley. Below is an example of a property advert with the heading Commuter home hotspots.

The consequence of being a commuter hotspot is that parents, carers' travel times will be much longer, and they will be keen to save time by driving in their car to drop off their infants at the day nursery and then going straight to work from there, and are more likely to arrive at the same time in the early morning. The rush hour is about 7.40 to 9.40 am.

Many parents, carers will be coming from outside Kings Langley which will necessitate car journeys. The population of Kings Langley is only 5000 and so the proposed day nursery will rely on customers from surrounding towns and villages, particularly if the day nursery is on their way to work via Kings Langley train station car park or to surrounding

towns.

This contrasts with the two survey sites. One site is a day nursery about a mile from the centre of Peterborough which will provide many employment opportunities to its residents. Peterborough has close to 200,000 people compared with Kings Langley of 5,000. The location of the other nursery is in Lowestoft, which is a coastal town of 71,000.

There is an absence of information indicating whether the two survey sites are representative of day nurseries in England and so they may not be typical. They are not typical to Kings Langley.

Parking

There is an acknowledgement that there is very limited parking around the day nursery in the Statement. Next to the day nursery are the double yellow lines along Vicarage Lane, and the closest road off Vicarage Lane, the Glebe, also has double yellow lines and Vicarage Lane's double yellow lines go more than half way up Vicarage Lane due to dangerous blind corner where house number 5 is.

Based on our experience of living on Vicarage Lane, people often park their cars on double yellow lines, and there isn't sufficient enforcement of the double yellow lines. Parents, carers will therefore park on the double yellow lines and leave their cars unattended, whilst they carry their babies and infants to the staff at the day nursery. This will all take time.

Some parents, carers will arrive earlier and wait on the double yellow lines with the engines running, therefore creating noise early in the morning. They may also have radios on and windows open in the summer.

Carriage Drive

Paragraph 4.6 of the Transport statement states

The carriage drive at the front of the site would allow for the drop off and collection of children at the start and end of their nursery care period.

Here is a copy of their diagram from Appendix C of the Transport statement. I have added details in green, the added lines which are the edge of the roads and highlighted the junction.

The text in the planning application indicates the opposite direction of arrival to the drawing, as the car in black in the above diagram has arrived via the East entrance.

A photo taken diagonally across from the proposed day nursery on the far east side of the A4251, showing the exit from the proposed day nursery on Vicarage Lane.

You can see from the diagram that the carriage way allows only about three cars to park and drop off their infants at any time, and anymore cars queueing would block Vicarage Lane single lane road both ways, next to junction to the A4251. Dropping of infants and babies will take time as the parent, carer will have to hand them over to staff. This would

	<p>present a highway risk in multiple ways.</p> <p>The use of the carriage way has to be seen in the context of Vicarage Lane being a busy road for school traffic for Kings Langley School, and people from surrounding villages like Chipperfield, wanting to go to M25 junction next to Kings Langley or to park at the train station for the journeys into London. Many parents use it to drive their children to Kings Langley Secondary school, and many pupils walk via crossing the junction at the bottom of Vicarage Lane.</p> <p>Inaccuracies in the application The applicant has understated the highway risk in being inaccurate:</p> <p>A 30 mph limit applies to Vicarage Lane. The transport statement incorrectly states at para 2.11 that Vicarage Lane is subject to a 20 mph.</p> <p>Most roads in Kings Langley are subject to a 30mph speed limit. The application incorrectly states at para 2.7 that most roads are subject to 20mph. There are 20 mph areas but they are only a few of them. Please see email correspondence with Mr Alan Johnson in the Annex.</p> <p>In the extraordinary event of the application being granted i feel that it would be essential Dacorum Bouncil notify Hertfordshire Highways Agency and ask them to monitor the situation, advising the appropriate agency to do what they can to enforce the double yellow lines like adding zig zag lines along Vicarage Lane going upthe road well past The Glebe.</p> <p>Councillor Alan Johnson, Kings Langely Parish Councillor, has confirmed that the 20 mph zone is a small part of the village and it does not include Vicarage Lane.</p>
Kings Langley	<p>With regret, I object to this planning application on four highway and parking grounds.</p> <p>1. This location, in the centre of the village, is already congested at peak times, and contrary to the traffic consultant's report, the traffic generated by a 50 child nursery would cause significant traffic problems at this location.</p> <p>With modern requirements for the transportation of infants, it is not the case that parents can simply drop off or pick up children quickly. Cars have to be parked for quite some time to allow children to be released/fastened, and to be escorted to/from the building, so the sweep parking configuration could not work.</p> <p>Not all the children would arrive or depart by car at the same time, but the space outside the nursery is enclosed, (the other side of the road has no pavement or verge/just the brick wall of a building), and at peak times this use would cause traffic mayhem and block the road network.</p> <p>2. The much higher and sudden amounts of traffic would make turning out of Charter Court opposite more dangerous and difficult for people</p>

	<p>attending the Parish Council.</p> <p>3. The traffic consultant's report concerning the parking on the site is misleading. The car in the drawing designed to show there is plenty of parking does not appear correct to scale, i.e. should be larger. The amount of staff parking meanwhile is not as ideal as claimed, as the parking would have to be treble-stacked, causing reverse maneuvering less than 10m from the village centre crossroads.</p> <p>4. The traffic consultant's report refers to the double yellow lines already present in Vicarage Lane, but not to the enforceability of these double yellow lines. This proposal would lead to the classic situation outside every school in the country where parents park on yellow zig zags and double yellows, because it isn't possible to enforce every parking restriction all at once. The enforceability of these double yellow lines is also hampered in that there are currently no parking charges in Kings Langley.</p> <p>In summary, I believe this proposal would cause significant traffic and parking problems over and above the site's existing usage, and ask that this application is refused planning permission.</p>
<p>33 Vicarage Lane Kings Langley Hertfordshire WD4 9HS</p>	<p>Hi, we live on Vicarage Lane for over 5 years and has been facing problem with all the traffic during school hours, heavy duty vehicles passing through to Chipperfield/Sarratt. When there's congestion/accident in motorway, traffic diverts to country lanes and cause more congestion on Vicarage Lane.</p> <p>Vicarage Lane is very narrow in the middle part which is where our home is, where two ways traffic meet each other. Unkind words being shouted out, honking and cars parked on this lane usually get damaged.</p> <p>Turning office to nursery will only bring chaos to this lane, the junction especially.</p> <p>With the front extension which I believe this planning has no parking space or turning point for nursery pick up/drop off.</p> <p>As a mum myself I think a nursery locating next to a pub is unhealthy.</p> <p>Turning a quiet office to a busy nursery 7am to 7pm business is big effect to those families who live right next door, opposite or nearby.</p> <p>Whoever think this planning is ok should help sorting out the current traffic problem on vicarage lane and the danger of this junction (school children crossing the road).</p>
<p>28 Vicarage Lane Kings Langley Hertfordshire WD4 9HR</p>	<p>The residents of Vicarage Lane have been campaigning for a One Way system to be actioned for many years. The lane is the major thoroughfare to the Secondary School - children walking and parents delivering by car. It is well known that there is chaos at drop off and collection times.</p> <p>Despite the application's positive spin on the allocation of 3/4 parking spaces for the potential nursery parents, the residents understand the reality at this busy junction. Official figures do little justice to the actual incidents which take place on a daily basis. Yellow lines will be ignored, pavements used for a quick drop off and yet more chaos will ensue. Any observer can see this for themselves at 7.00am. Young children</p>

	<p>would certainly be at risk. The High Street is already busy at this time with shop deliveries and customers at Spa and the Post Office, both of which are open at this time.</p> <p>Furthermore, I would suggest there is little outside space for young children to play.</p>
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