

4/03344/15/MFA - DEMOLITION OF DISUSED OFFICE BUILDING AND CONSTRUCTION OF FOUR BUILDINGS WITH 31 FLATS IN TOTAL, PUBLIC OPEN SPACE, RESIDENTIAL AND VISITOR CAR PARKING AND ASSOCIATED AMENITY SPACE.

LAND ADJ APSLEY MILL COTTAGE, STATIONERS PLACE, APSLEY, HEMEL HEMPSTEAD, HP3 9RH.

APPLICANT: Dacorum Borough Council.

[Case Officer - Joan Reid]

Summary

The application is recommended for approval. The principle of development is considered acceptable on the site in accordance with Site Allocation TWA7 both in terms of use for affordable homes and density. The site is located within Flood zones 1, 2 and 3 and the proposal is identified as being more vulnerable in the NPPF. As such the Environment Agency have not objected to the scheme on the basis of flooding however further confirmation is still required regarding the buffer zone surrounding the River Gade. The scheme offers a suitable density of affordable housing which is supported and addresses the constraints on the site through careful design. There are satisfactory distances between buildings to maintain sufficient privacy and spacing. The design of the development is such that it relates well to the surrounding character and is not harmful to the adjacent Grade II listed building. The scheme provides sufficient parking at a ratio of 1 space per unit which is considered acceptable for the tenure of the units and the location of the site near to a local centre, train station and bus routes.

Site Description

The application site comprises a long strip of land extending from the London Road, Apsley to the canal, adjacent to Home Base and the Apsley Paper Mill Pub. The site lies adjacent to a Grade II listed building and previously was a key site originally forming part of the John Dickinson printing works. The site has laid vacant for some time since the redevelopment for the adjacent land for housing. The site is located within Flood Risk Zones 1, 2 and 3 and two culverts lie horizontally across the site which have been filled in. The surrounding area comprises a range of mixed uses including recent residential buildings, retail and employment uses.

Proposal

The application seeks full planning permission for 31 one and two bedroom residential units all to be affordable units. The development comprises four separate blocks; two three storey buildings fronting onto the London Road (Buildings A) and the middle building (Buildings B) and canal side building (Building C) comprise a 4 storey warehouse style buildings. The development is to be served with an access off an existing vehicular access from the London Road. 32 car parking spaces are provided to serve the development along with communal amenity space, cycle and bin storage.

The scheme forms part of the Council's New Homes programme which seeks to deliver affordable homes in sustainable locations.

Referral to Committee

The application is referred to the Development Control Committee as Dacorum Borough Council is both the land owner and the applicant.

Planning History

- 4/03042/15/MOA Outline application of a residential scheme of up to 50 one bedroom flats with parking (revised scheme)
Granted
23/12/2015
- 4/03584/14/MOA Outline application for the construction of 50 one bedroom flats with car parking and vehicular access.
Refused
10/06/2015

Policies

National Policy Guidance

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

Adopted Core Strategy

CS1 - Distribution of Development
CS2 - Selection of Development Sites
CS3 - Managing Selected Development Sites
CS4 - The Towns and Large Villages
CS8 - Sustainable Transport
CS9 - Management of Roads
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS14 - Economic Development
CS17 - New Housing
CS19 - Affordable Housing
CS27 - Quality of the Historic Environment
CS28 - Renewable Energy
CS29 - Sustainable Design and Construction
CS30 - Sustainability Offset Fund
CS31 - Water Management
CS35 - Infrastructure and Developer Contributions

Saved Policies of the Dacorum Borough Local Plan

Policies 10, 13, 21, 31, 33, 58, 106, 111, 119, 129
Appendices 3, 5 and 6

Supplementary Planning Guidance / Documents

Affordable Housing (Jan 2013)
Pre-submission Site Allocations DPD (2014)

Summary of Representations

Conservation and Design

Conservation & Design raise no objection.

Broadly speaking Conservation and Design are supportive of the proposed development in terms of the design of the new buildings, that clearly has some semblance to the types of industrial buildings that once formed part of this former paper mills site. There is some reservation with respect to the London Road aspect of the development in terms of the proposal for two separate gable ended blocks fronting the highway with the new access road to the site running in between does not it considered address the highway particularly well as the majority of the buildings in the vicinity tend to have broad frontage buildings that occupy all or much of their highway frontages. As such the proposed blocks present a somewhat underwhelming street frontage and a stronger architectural form would appear preferable. That said from the perspective of the Grade II listed Apsley Cottage that lies adjacent to the south-eastern side of the site the scale and form of the proposed block adjacent to Apsley Cottage is considered to be of an appropriate form, massing and distance from the designated heritage asset not to unduly compromise its setting.

Conservation and Design is of the belief that the quality of the architectural design/appearance of the proposed new buildings to be very much key to the proposal being considered appropriate in this context and furthermore the successful realisation of this scheme. In this respect it is believed the slim framed multi-pane windows (with slim glazing bars) form of the proposed windows are an important facet of the design. Whilst it would appear that for the two blocks fronting London Road, the windows would appear to be paired side hung opening casements although on the main blocks where the multi-pane windows (and exterior doors) have a glazed fanlight feature above set in curved brick headers, it is not clear the means by which these windows would open. As such there is concern here that the introduction of top hung casements would introduce visually intrusive horizontal bars to the window design and visually impact on the scheme as designed.

Conservation and Design strongly believe the quality of this development is approved very much depends on the design not being 'watered down' and on the quality of the external materials and the detailing of the features such as the glazed balconies screens, grey powder coat finished aluminium framed windows and doors. As such Conservation and Design would wish to see these elements conditioned. Lastly in order that the appearance of the development is not subsequently diminished by the addition of satellite dishes and suchlike it is believed prudent to remove the otherwise permitted development rights to do so and therefore seek the provision in the development of a communal facilities for television aerials and satellite dishes.

Suggested Conditions:

- No development shall take place until details of the external materials and finishes to be used in the construction of the development hereby permitted shall have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved

details.

- No development shall take place until details of the windows, exterior door and external walkway balustrades have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
- Notwithstanding the details submitted the applicant or subsequent developer of the scheme as hereby approved shall provide communal terrestrial and satellite antenna facilities within each residential block.
- Notwithstanding the details submitted no owners/tenants of the flats to install on exterior elevations of the hereby permitted development, an antenna for terrestrial TV or satellite reception otherwise permitted under Schedule 2, Part 1 Class H of the GPDO Order 2015 or subsequent revision.

Hertfordshire Highways

Additional Comments following updated RSA

My colleague Sam, ROSPA certified, and myself have considered the revised RSA submitted for the planning application 4/03344/15/MFA. It was found that the new RSA submitted was virtually identical to the original RSA with the only change being made to the document reference HD19/03 to HD 19/15. This document reference is the section of the Design Manual for Roads and Bridges setting out the requirements for Road Safety Audits. That said, the RSA is considered acceptable and reason for refusal can be removed.

Further consideration of the designer and HCC response to the RSA has been made and we are in agreement with HCC Road Safety review comments from Graham Beviss. The following is a summary of the considerations to be included in the revised drawings per Graham's comments:

Stationary traffic on London Road: The designer assumed that right turns can be made via central hatching. However, HCC comments stated that a right turn lane should be provided and central hatching removed. Definition of the right turn lane could be improved with a kerbed traffic island within the central hatching.

Pedestrians crossing London Road / Right turning vehicle; the designer response is the same as above. However, HCC comments stated the need for a central kerbed island to be used as a central refuge with dropped down kerbs and tactile paving.

Providing signage to make drivers aware of junction; HCC agrees and stated they do not require the Side Road Ahead sign for the junction in question.

Utility Covers; Designer stated that search of all utility apparatus in the area will be undertaken and will be considered in detailed design. HCC stated that any potential conflicts with utility covers, etc, should be dealt with at this stage of design (preliminary design) and that HCC require the revised drawing for consideration.

Northern Kerb line; Site access layout will require alterations to northern kerb line of

London Road.... changes will be required per HCC comment in the response.

Hertfordshire Highways - Original comments

Hertfordshire County Council (HCC) objects to the development for the following reason:

The Road Safety Audit submitted as part of the application has been carried out in accordance with HD 19/03. This guidance has been superseded by HD19/15 and the RSA needs to be updated to reflect this.

Planning History - A previous application was refused by the LPA (planning reference 4/03584/14/MOA). HCC raised an original objection based on the following reasons.

- The application does not assess the impact of trips generated by sustainable modes of transport; Further information on the junction modelling is required;
- Personal Injury Accident Data has been included, as assessment to be provided; Further information is required with regards to potential displaced parking; and the accessibility of the development needs to be more comprehensive and without the multi-modal assessment the impacts are not known.
- During application discussions additional information was submitted to overcome these concerns and the application was not refused on highway or transportation grounds.

As part of this application a revised TA has been submitted and this is in accordance with Roads in Hertfordshire: Design Guide (3rd Edition).

Remainder of HCC Comments

Existing Site - The site is located on the Apsley Mills Site at Stationer's Place, Hemel Hempstead, which includes The Paper Mill (a Fuller's Public House), the John Dickinson Enterprise Centre, and Apsley Mills Cottages. It is accessed via the signalised junction of Stationer's Place with the A4251 London, which also provides access to the private parking area for Harriet House, a private residential scheme.

The area that is to accommodate the development proposals has most recently been used for private car parking servicing both the public house and Apsley Mills Cottages, but was also where the historical warehousing was located that serviced the original Paper Mill.

Stationer's Place is a two-way road that forms the minor arm to the north-east of the signalised junction with the A4251 London Road. There are two traffic lanes on the approach to the signalised junction from the development on Stationer's Place, which allows for adequate queue space for vehicles at the junction.

Proposed Land Use -The previous application requested planning permission for the construction of a residential development comprising up to 50 affordable residential flats, all of which are proposed to be 1 bedroom units. This has now been adjusted for 31 units. The development will include off-street car parking for up to 32 private vehicles, of which 4 parking spaces will be reserved for disabled use.

Policy - The TS refers to key policy documents including:

- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)
- Dacorum Borough Council Core Strategy and Development Plan
- Manual for Streets;
- Hertfordshire's Travel Plan Guidance for Business and Residential Development.

The proposals should also consider the HCC Local Transport Plan (LTP3), Roads in Hertfordshire: Design Guide (3rd Edition) and the Hemel Hempstead Urban Transport Plan. However, the proposed development has been developed in consultation with DBC and is considered to be largely in accordance with the local policies outlined.

Trip Generation

Existing Trip Generation - The site has a historic permission for a warehouse. However, in order to provide a robust assessment trips associated with this use have not been calculated and therefore will not be discounted from the proposed trip generation. This approach is acceptable and agreed to be robust.

Proposed Trip Generation - The previous assessment highlighted that the proposed trip generation rates are based on the TRICS database. The sites used in the analysis are "Affordable/Local Authority Flats" land use category. The TRICS analysis only considered sites within the South East of England and were refined to developments of 6 to 235 units. The trip generation indicates that the proposed development would generate 10 two-way vehicular trips in the AM peak and 12 two-way vehicular trips in the PM peak. Whilst on first impressions the number of trips appear to be low, a review of the TRICS database confirms that the parameters and the trip generation predictions are appropriate. A multi modal survey has also submitted and identifies that the site will generate 6-9 vehicular trips during the peak hour periods 6-9 which results in a total of one additional vehicle travelling on the local highway network every 6-10 minutes during the peak hours, split relatively evenly between arrivals and departures. The resulting multi-modal survey also identified that 61-68% journeys from the development are sustainable methods such as walking or cycling. The applicant identifies that this will produce less than 30 two way vehicle movements per hour as per NPPF and guidance on transport assessment. This is deemed to be acceptable.

Impact on Highway Network - It has been agreed with HCC to assess the impacts on the signal junction of the A4251 London Road with Stationer's Place. TEMPRO Manual turning count traffic surveys of the junction of the A4251 London Road with Stationer's Place was undertaken on Wednesday 11th June 2014. The traffic surveys recorded all vehicle movements and vehicle classifications. A future year assessment of 5 years has been identified as being appropriate and as such the TEMPRO database has been considered. Growth factors for 2020 have been identified that have been adjusted for the local conditions. These growth factors have been applied to the observed traffic flows only and not the development and this is considered to be an appropriate approach. Trip Distribution Trip distribution has been assigned onto the highway network based on the existing recorded traffic flows and this is considered acceptable.

Junction Modelling - The development will have an impact on the Stationer's Place / London Road junction and as a result has been modelled using LINSIG version 3. This is industry accepted modelling software so is acceptable. The controller specification details, which include the signal timings and the as built layout plan for the existing

traffic signal junction from Ringway, the term contractor for traffic signals on the Hertfordshire highway network. These specification details sets out that the existing signal junction operates with demand dependent pedestrian stages and the crossing facilities are identified as being puffin crossings, which essentially means if there is no demand for pedestrians to cross then the vehicular traffic will have a longer green time.

The junction is also operating as MOVA (Microprocessor Optimised Vehicle Actuation), which assesses the demand in traffic terms on the junction for each of the approaches. This means that the green time will adjust to reflect the demand on each approach to the junction as MOVA will select the best preprogrammed signal timing for that identified demand.

The TS sets out that it is not possible to assess each and every iteration of the MOVA system and therefore a worst case and best case scenario has been considered. The worst case scenario would be if all the pedestrian stages are called on each and every cycle of traffic signals. The best case scenario would be if the pedestrian stages were not called at all. This approach is considered to be practical and acceptable.

The 2020 scenarios that have been modelled demonstrate that the junctions operate within capacity and that the development impact would be negligible.

Road Safety -The original Transport Statement did not provide any assessment of accident data within the vicinity of the site or at key junctions. Personal Injury Accident data was requested for the last five years in order to ascertain if there are any safety issues that may be exacerbated by the trips generated by the development. The applicants updated transport assessment highlights that PIA records confirm that there are no clusters or common causes of PIAs within the vicinity of the site over the five year period analysed.

Highway Layout

Vehicle Access - The previous proposal sought to take vehicular access via Stationer's Place. However, the new proposal seeks to reopen the former access onto London Road. As a result of the access being reopened the existing lay-by running across the frontage will be removed. The site access will be provided at 4.8m with 6m corner radii at the junction with London Road. Visibility splays are proposed to be provided at 4.5m x 66m. A right-turn lane is also proposed from London Road. The proposals have been modelled using the PICADY modelling software and demonstrates that the junction operates well within capacity. A Road Safety Audit (RSA) has also been provided. However, the RSA has been prepared in accordance with HD19/03, this guidance was superseded in March 2015 by HD19/15. The Road Safety Audit needs to be updated to reflect this new guidance and cannot be considered acceptable until this is provided. It should be noted that any works to the highway will also be required to be secured via a S278.

The applicant has confirmed that the site access road is not offered for adoption.

Servicing and Delivery -The TS provided sets out that all service vehicles will access the site via the proposed access on London Road. The layout will be provided in accordance with Manual for Streets to ensure that site layout can accommodate service and emergency vehicles. However, no swept path assessments have been provided to demonstrate that these vehicles can operate safely and efficiently.

Parking

Vehicle Parking - The Dacorum Borough Council Parking standards require a maximum parking provision of 1.25 spaces per 1 bed dwelling/bedsit. The site is within accessibility zone 3 and therefore the maximum provision can be discounted by 50-75%. The development proposed to provide 55 car parking spaces including 7 disabled bays and this is lower than the maximum provision of 63. Therefore, the provision is acceptable to HCC but the provision will be determined by the DBC. The updated Transport assessment outlines the reduced size of the development to a total of 31 flats all 'affordable' housing units. Consequently the number of parking spaces the applicant originally applied for has reduced to 32 spaces including 4 marked disabled bays. This is much lower than the original threshold of a maximum of 63 spaces and is deemed acceptable by HCC but will have to be determined by DBC standards.

Cycle Parking - Cycle parking for the residential units should be provided in accordance with DBC parking standards, which sets out that one space per unit should be provided. The TS confirms that the cycle parking for the residential units will be provided in accordance to local standards and will be located within individual units or within the undercroft parking areas. Full details on the cycle parking provision and location will be required to be secured by condition.

Accessibility

The original trip generation by other modes to the private car is currently unknown. It is noted that the TS provides a summary of alternative modes of transport and also concludes that the access to the site by modes other than the car will not be amended. However, the trip generation and impact on those modes was required to ensure that additional measures are not required. The applicants revised transport plan has been written in accordance with chapter four of the NPPF March 2012. The site is located 600m from the local centre which has a combination of retail and commercial service providers located with-in the vicinity of the site. This provides a high level of accessibility, deeming the site to be located in highly sustainable area with pedestrian access provided around the whole area and along the length of London road carriageway. This has been supported with the inclusion of HCC footway maps. The applicant has also highlighted the frequent bus service within 400m of the development providing access to Watford, Hemel Hempstead, Aylesbury Tring and Abbots Langley. In summary of the sustainable travel options identified with the consideration of the available resources and the provision of transport modes that are easily accessible from the development, the proposed development would appear to be acceptable in accordance with DBC standards.

Public Transport Officer Comments

Buses - Access to bus services is close to the site (well within 400m) on London Road just north of the access road to Apsley station. One stop is located outside the hotel adjacent (Holiday Inn), the other on the opposite side of the road, just north of the signal controlled junction. Both of these stops have easy access kerbing, flags and timetables but neither has shelter provision. The footway width on the both sides of the road is limited, particularly southbound, therefore if they are upgraded, narrower shelters may need to be used. Details of services currently operating are as outlined in the Transport Statement.

Rail - The site is very close to Apsley rail station. Frequencies and destinations are as stated in the Transport Statement. There are issues with the pedestrian access to Apsley station and access to platforms not being DDA compliant and this will need to be addressed at some point.

Other comments -There are frequent bus services in the form of the 500/501 route (Watford- Aylesbury Mon-Fri every 20 mins, Sat half hourly, Sun hourly) which gives access to Hemel Hempstead town centre and surrounding towns. The site is also close to the services/facilities of Apsley and the associated retail parks. There is scope to upgrade both of the nearest bus stops with a shelter provision, although both may need to be narrow shelters. A contribution of £16000 would enable shelters to be provided.

Construction - It is likely that a construction logistics plan will be required to ensure construction vehicles will not have a detrimental impact on the vicinity of the site and a condition will be required to provide adequate parking for construction vehicles on-site to prevent on-street conflict and impacts to the highway safety.

Planning Obligations / Community Infrastructure Levy (CIL)

Dacorum Borough Council has a community infrastructure levy and contributions towards local transport scheme will be sought via CIL if appropriate.

Response to EA from agent

Please see below our response to the Environment Agency's report objecting to the proposed development for the above mentioned site.

We consider that the approved application referred to by Natasha (EA) should not be used as a precedent when assessing our justifications for building within the buffer zone. This is due to the fact that we believe certain constraints have not been taken into consideration by the applicant when producing the design for the referenced scheme. We feel that build-ability and delivery of the scheme were not of great concern to the applicant when submitting their application.

Firstly the access to the scheme is from Stationers Place to which we now know, following lengthy discussions with the pub, is not possible due to complex rights of way and legal agreements. By changing the access location, the dynamics of the site layout completely change making underground parking, as shown on the approved scheme, extremely difficult to achieve.

Secondly, the approved scheme proposes to build over/around a 900mm diameter surface water sewer that runs across the site. We consider this would require a Thames Water Build-Over Agreement, which may not be granted due to the substantial size of the sewer.

Typical advice received from Thames Water reads:

“approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings”

Further to this, the 8m EA watercourse buffer is associated with a canal overspill (classified as a main river). Similar to the public sewer, the canal overspill is a concrete pipe. Our current proposals show that a minimum 2m buffer will be provided to the watercourse.

We therefore request that our justifications are assessed on their own merit without an alternative scheme designed with differing constraints influencing your decision. We have clarified these points below in response to Natasha's concerns and hope we can now begin a dialogue with yourselves to discuss this case independently.

Development within 8 metres of a main river is likely to:

1) Restrict essential maintenance and emergency access to the watercourse.

Our proposal shows a continuous route from the main road to the public space at the rear of the site to allow for essential access and maintenance. The proposal also shows that the culvert is to be opened, as requested by the EA, which will offer far greater maintenance opportunities than currently exists on the site. It should also be noted that due to the complex legal agreements of Stationers Place and the Paper Mill car park being private property we don't believe access for maintenance has been fully considered by the approved application.

2) Adversely affect the stability of the river bank which will compromise its function.

In line with EA requirements the canal overspill will be opened up ('day-lighted') as part of the development. Although the building closest to the watercourse is to be constructed with pile foundations to reduce the loading impact, opening up the culvert provides opportunity to re-inforce the watercourse structure as additional mitigation if required. This is considered a favourable scenario to building over a 900mm diameter public sewer, whereby there is limited access for maintenance / repair and limited opportunity available to mitigate the loading impact.

3) Interfere with natural geomorphological processes and be placed at risk of damage arising from channel migration/erosion.

The main river in question is currently a canal overspill structure in the form of a below ground concrete pipe. It does not comprise a channel where natural geomorphological processes and erosion occurs. Building within 8m of such a structure will have no adverse impact on geomorphological processes and erosion. It is proposed to open up the piped watercourse to form an open channel (an Environment Agency requirement). This engineered open channel will be designed with erosion protection such as gabion retaining walls to provide mitigation against channel migration and erosion.

4) Limit the ecological benefits that can be achieved.

When considering the current nature of the site (concrete car park) and the watercourse (below ground concrete pipe), there is very limited ecological value. The proposal is for opening up the piped watercourse and providing 365m² of amenity space in its immediate surrounds. The proposals maximise the ecological benefits available and create significant betterment to those offered by the existing site / piped main river.

Environment Agency

In the absence of an acceptable buffer zone we object to the grant of planning permission and recommend refusal on this basis.

Reasons - Part of the development falls within 8 metres of the culverted River Gade and would be unlikely to receive Environment Agency consent. This is required for any proposed works or structures, in, under, over or within 8 metres of a main river.

Development within 8 metres of a main river is likely to:

- Restrict essential maintenance and emergency access to the watercourse.
- Adversely affect the stability of the river bank which will compromise its function.
- Interfere with natural geomorphological processes and be placed at risk of damage arising from channel migration/erosion.
- Limit the ecological benefits that can be achieved.

We have reviewed the comments provided by the applicant in their email of 19 November but do not consider this adequate justification. This is because we have already agreed an acceptable layout with an adequate sized buffer zone for a previous application at this site and so cannot see why it is not feasible to provide a suitable buffer zone for this application. **Overcoming our objection** the applicant can overcome our objection by either moving the development back by 8 metres or providing adequate justification for why the layout cannot be changed to provide a buffer zone of this size.

Strategic Housing

The site proposes 100% of the units to be delivered as affordable housing and therefore meets the affordable housing policy requirements.

Hertfordshire County Council - Property

Based on the information provided to date we would seek the provision of fire hydrant(s), as set out within HCC's Planning Obligations Toolkit. All dwellings must be adequately served by fire hydrants in the event of fire. The County Council as the Statutory Fire Authority has a duty to ensure fire fighting facilities are provided on new developments. HCC therefore seek the provision of hydrants required to serve the proposed buildings by the developer through standard clauses set out in a Section 106 legal agreement or unilateral undertaking.

Buildings fitted with fire mains must have a suitable hydrant provided and sited within 18m of the hard-standing facility provided for the fire service pumping appliance. The requirements for fire hydrant provision are set out with the Toolkit at paragraph 12.33 and 12.34 (page 22). In practice, the need for hydrants is determined at the time the water services for the development are planned in detail and the layout of the development is known, which is usually after planning permission is granted. If, at the water scheme design stage, adequate hydrants are already available no extra hydrants will be needed. Section 106 planning obligation clauses can be provided on request.

Justification

Fire hydrant provision based on the approach set out within the Planning Obligations

Guidance - Toolkit for Hertfordshire (Hertfordshire County Council's requirements) document, which was approved by Hertfordshire County Council's Cabinet Panel on 21 January 2008 and is available via the following link: www.hertsdirect.org/planningobligationstoolkit

In respect of Regulation 122 of the CIL Regulations 2010 the planning obligations sought from this proposal are:

(i) Necessary to make the development acceptable in planning terms.

Recognition that contributions should be made to mitigate the impact of development are set out in planning related policy documents. The NPPF states "Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Conditions cannot be used cover the payment of financial contributions to mitigate the impact of a development (Circular 11/95: Use of conditions in planning permission, paragraph 83).

All dwellings must be adequately served by fire hydrants in the event of fire. The County Council as the Statutory Fire Authority has a duty to ensure fire fighting facilities are provided on new developments. The requirements for fire hydrant provision are set out with the Toolkit at paragraph 12.33 and 12.34 (page 22).

(ii) Directly related to the development;

Only those fire hydrants required to provide the necessary water supplies for fire fighting purposes to serve the proposed development are sought to be provided by the developer. The location and number of fire hydrants sought will be directly linked to the water scheme designed for this proposal.

(iii) Fairly and reasonable related in scale and kind to the development.

Only those fire hydrants required to provide the necessary water supplies for fire fighting purposes to serve the proposed development are sought to be provided by the developer. The location and number of fire hydrants sought will be directly linked to the water scheme designed for this proposal.

A Section 106 legal agreement would be the County Council's preferred method of securing fire hydrants. However, it is recognised that Dacorum Borough Council is now required to scale back the use of such agreements. If a Section 106 agreement is not otherwise anticipated for this development we would seek the inclusion of a condition to the planning permission. We would propose wording as indicated below:

"Detailed proposals for the fire hydrants serving the development as incorporated into the provision of the mains water services for the development whether by means of existing water services or new mains or extension to or diversion of existing services or apparatus shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and in accordance with the approved details thereafter implemented prior to occupation of any building forming part of the development."

I would be grateful if you would keep me informed about the progress of this application so that either instructions for a planning obligation can be given promptly if your authority is minded to grant consent or, in the event of an appeal, information can

be submitted in support of the requested provision. We would also seek to be informed of any decision notice which includes the provision of infrastructure via condition.

Strategic Planning

This proposal now forms part of the Council's New Homes programme which seeks to deliver significant levels of affordable homes. Therefore the principle of the development is welcomed.

Please refer to our previous comments to the recent applications under 4/3042/15/MOA and 4/3584/14/MOA as these remain relevant in terms of providing a policy background for the current planning application. We note that 4/3042/15/MOA has now been approved subject to the completion of a s.106 agreement regarding affordable housing. This proposal was for a larger scale and higher density of development of 50 flats. The proposal effectively establishes the principle and form of housing on this site. Therefore, given this position, we do not wish to comment in detail on the latest application.

We welcome the overall reduction in scale of the proposal from 50 to 31 flats, which should provide better scope to secure a high quality of development in terms of design, layout, parking and landscaping, etc. (Policy CS12). We also welcome the fact that the proposal is for 100% affordable housing (Policy CS19) and that it seeks to deliver a better mix of 1 and 2-bed flats (Policy CS 18) compared to the position under 4/3042/15/MOA . The quantum of development is certainly more in accordance with the indicative capacity of 25-35 units identified for the site in the associated allocation in the Site Allocations DPD (Proposal H/9 (previously H/10)).

The parking should be provided to a standard of 1.25 spaces per 1-bed units and 1.5 spaces per 2-bed units (DBLP Appendix 5) i.e. a total of 44 spaces. This compares with a proposed provision of 32 spaces. However, the latter is broadly in line with the ratio to be provided under the larger scheme at c. 1:1 ratio. The views of the Local Highway Authority should be sought on the appropriateness of this level of parking.

The views of the Design and Conservation team should be sought over the impact of the proposal on the nearby listed building (Policy CS27/DBLP Policy 119) given previous concerns over the scale, bulk and height of the buildings on this site.

Environmental Health - Noise

Notice is hereby given that the Environmental Health Department: Having reviewed the documents provided. This department would have no objections to the proposed development providing the measures contained in the Acoustic report are incorporated into the design and construction of the proposed development.

Thames Water

Waste Comments

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network

through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Refuse Department

Please can you make provision for 1X 140 wheeled bin for block A, 3 X 1X 140 wheeled bin for block B and 2X 140 wheeled bin for block C all for food waste.

I noticed that there is to be disabled parking on the B Block bin collection route.

Please ensure that there are no ramps between the waste storage area and the collection vehicle, that door ways are suitably robust and there are no obstructions. Consideration should be given to the manoeuvrability of the collection vehicle which is a 26ton rigid freighter.

Affinity Water

Thank you for notification of the above planning application. Planning applications are referred to us where our input on issues relating to water quality or quantity may be required.

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

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

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

Secure By Design

I am writing in regarding planning application 4/03344/15/MFA at land adjacent to Apsley Mill Cottage, Stationers Place, Apsley, Hemel Hempstead, HP3 9RH for demolition of disused office building and construction of four buildings with 31 flats in total, public open space, residential and visitor car parking and associated amenity space.

Comments

1. Security – ADQ and SBD:

As of 1st October 2015, Approved Document Q (ADQ) has come in that requires under Building Regulations dwellings are built to "Prevent Unauthorised Access". This

applies to any “dwelling and any part of a building from which access can be gained to a flat within the building”. Performance requirements apply to easily accessible doors and windows that provide access in any of the following circumstances: Into a dwelling from outside, into parts of a building containing flats from outside ,Into a flat from the common parts of the building

Achieving the Secured by Design award meets the requirements of Approved Document Q (ADQ), and there is no charge for applying for the Secured by Design award. I would ask that this information is passed by way of informative to the applicant.

Secured by Design part 2 physical security: If the development were to be built to the physical security of Secured by Design part 2, which is the police approved minimum security standard and also achieves ADQ. This would involve: All exterior doors to have been certificated by an approved certification body to BS PAS 24:2012, or STS 201 issue 4:2012, or STS 202 BR2, or LPS 1175 SR 2, or LPS 2081 SR ,All individual flat front entrance doors to have been certificated by an approved certification body to BS Pas 24:2012 (internal specification), Ground level (easily accessible) exterior windows to have been certificated by an approved certification body to BS Pas 24:2012. All glazing in the exterior doors, and ground floor (easily accessible) windows next to doors to include laminated glass as one of the panes of glass, Access control standard for flats is: 4 to 10, audible – more than 10 flats sharing a communal entrance then audible and visual access control at the pedestrian entrances to the block. Such access control must NOT have a Tradesman’s Button fitted as this assists offenders to gain entry during the day to break into the flats.

1. These standards are entry level security and meet the Secured by Design part 2 physical security standard. Building to the physical security of Secured by Design, which is the police approved minimum security standard, will reduce the potential for burglary by 50% to 75% and achieve ADQ. I would encourage the applicants to seek Secured by Design certification to this standard when it is built.

Gated area to north side of block B & C: Pleased to see this area gated although there is no detail. I presume this is for maintenance access and will be secured with full height locked gates?

Site Boundary: There is no detail given. There should be clear separation by full height boundary treatment with the neighbouring development to the south. It appears as this maybe so from the ‘Perspective Views sheet 1 document, and the elevations shown on page 24 of the Design and Access Statement?

I hope the above is of use to you in your deliberations and will help the development achieve that aims of the National Planning Policy Framework (NPPF) ,69 – re safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion & the National Planning Practice Guidance (NPPG) ,010 – re Sec 17 of the Crime and Disorder Act 1984 – to prevent crime & disorder, 011 – re taking proportionate security measures being a central consideration to the planning and delivery of new developments and substantive retrofits & Dacorum Core Strategy policies: CS12 – re safe access, layout and security and CS13 – re pedestrian friendly, shared spaces in appropriate places.

Trees and Woodlands

There are no trees or significant landscape features on this site at present. The Drawing number L4077 008J shows areas labelled as private amenity or shared amenity. I recommend that a more detailed landscape plan is submitted by the applicant containing proposals for tree planting, detailing tree species and sizes.

Canal & River Trust

After due consideration of the application details, the Canal & River Trust has no objections to the proposed development, subject to the imposition of a suitably worded condition relating to further details on landscaping and boundary treatment.

Design and layout - The proposal is located adjacent to the listed lock and the layout drawings show a high boundary wall to act as a flood barrier. Not only will this prevent many of the future occupiers taking advantage of the waterside location but will present an unsatisfactory backdrop to the listed lock structure.

We would therefore request a lower wall, or combination of wall and railings is provided to replace the existing boundary wall, allowing views into and out of the site.

However, the lock landing adjacent to the site should remain inaccessible to occupiers to prevent the lock gates being used as a shortcut from the site onto the towpath. The Trust do not encourage lock gates crossings to be used by the general public for safety reasons and these are only provided to allow operation of the lock gates by boaters.

We note that the proposal takes the form of traditional canalside warehouses but with modern balconies. The success of this type of design will be affected by the brick chosen and should be in keeping with the brick already found nearby.

Structural stability - The applicants should discuss the proposal with the Trust as soon as possible to ensure that the scheme and any associated landscaping does not result in structural instability of the canal or any related infrastructure.

Drainage - Further information should be provided regarding the disposal of surface water to ensure that there is no adverse impact on the water quality or structural stability of the Grand Union Canal. If Surface water discharge is to be directed into the Grand Union Canal further discussions should take place with the Canal & River Trust and will be subject to a commercial agreement.

Accessibility - The site is located adjacent to the Grand Union Canal, with the nearest towpath access point approximately 100 metres away. The canal towpath provides a sustainable transport link between the site and other facilities within the town as well as proving a quiet and safe off road walking and cycling route for recreational purposes. The towpath is a recognised Sustrans cycle route and the submitted travel plan recognises the benefits of using the towpath to access local facilities such as schools.

The value of the towpath in improving the connectivity and accessibility in the area has been recognised by Dacorum Council. The Canal & River Trust support the Hemel Hempstead Urban Transport Plan which has identified the need for wide ranging improvements such as improved signage and seating, and improvements particularly for cyclists such as widening the towpath and providing access points at certain

locations.

The nearest access point to the towpath is close to the site where an iconic bridge provides access onto the towpath to the east of the site.

The Trust feels that the provision of housing on this site will result the possible increased usage of the canal towpath as a sustainable transport route. Without suitable mitigation measures this could result in increased degradation of the towpath surface, not just in the immediate location of the site but also elsewhere in Hemel Hempstead. General canal towpath improvements such as widening and resurfacing are needed to cope with additional usage and to ensure that the Councils aspirations for improving cycling throughout the town are met.

The Trust can provide numerous examples of similar situations where developers have made accessibility improvements as a form of mitigation to offset additional usage of the towpath to either reach a site, or to link from a site to other facilities as a sustainable, traffic-free green transport route. The council have recently sought S106 money elsewhere in Hemel to help fund accessibility improvements.

The Trust is currently working with both Dacorum and Hertfordshire County Council to seek the upgrading of the towpath and the County Council have recently made a bid to the Herts LEP to upgrade the towpath from Hemel Railway Station eastward to Apsley Basin.

The section between Durrants Hill Road and the Marina is currently one of the worst stretches of towpath on the Canal and we would wish to ultimately see this upgraded to a bound surface.

We would request that the council contact us to discuss the possibility of the proposal making a contribution towards the upgrading of the Grand Union Canal Towpath as it runs through Hemel Hempstead.

Condition

No development shall take place until a landscaping and boundary treatments scheme has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall indicate the size, species and spacing of planting, the areas to be grassed, and the treatment of hard surfaced areas. Any such planting which within a period of 5 years of implementation of the landscaping die, removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size or species, unless the Local Planning Authority gives written consent to the variation. Details of any boundary walling or fencing shall also be provided. The approved scheme shall be fully implemented prior to the first occupation of the dwelling. No trees shall be planted within 5 metres of the waterway.

Reason: To comply with paragraph 58 of the National Planning Policy Framework to improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of an area. Landscaping also has the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for the planting. Landscaping affects how the waterway is perceived and any trees within 5 metres of the waterway may have the potential to impact on the structural integrity of the waterway structure.

Informative

The Canal & River Trust offer no right of support to the adjacent property. The land owner should take appropriate steps to ensure that their works do not adversely affect the canal infrastructure at this location.

"The applicant/developer is advised to contact Osi Ivowi, Waterway Engineer on 01908 302 591 in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trusts "Code of Practice for Works affecting the Canal & River" Trust.

Ecology Officer

We do not have any known biological (habitats or species) records for the application site. We have no reason to disagree with the findings of the Ecological Survey carried out by Phillip Irving, dated June 2014. We do not consider further ecological surveys to be required. Therefore, the application can be determined accordingly. The following Informatives should be added to any permission granted:

"Demolition of the buildings should proceed with caution and in the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from one of the following: a bat consultant, the UK Bat Helpline: 0845 1300228, Natural England: 0845 6014523, or the Herts & Middlesex Bat Group website: www.hmbg.org.uk "

"Site clearance should be undertaken outside the bird nesting season, typically March to September inclusive), to protect breeding birds, their nests, eggs and young. If this is not possible then a search of the area should be made by a suitably experienced ecologist and if active nests are found, then clearance must be delayed until the nesting period has finished." "If any lighting of the development is required, this should be directed away from the adjacent watercourse to eliminate any potential disturbance to species using this feature (such as foraging and commuting bats)".

Contaminated Land Officer

No comments however it is considered that the standard contamination condition would apply to this development in the same way as the earlier applications.

Belswains Residents Association (BLRA)

I am emailing you on behalf of the directors of the Belswains Lane Residents Association Ltd

The directors of the Belswains Lane Residents Association Ltd (BLRA) wish to comment on planning application 4/03344/15/MFA as follows:-

1. The BLRA own and are responsible for maintaining much of the area on the development, which is on the opposite side of the canal to the site of the aforementioned planning application. The BLRA have spent (and continue to spend) considerable sums of money in order to combat anti-social behaviour on their development (for example CCTV installation and weekend security patrols). We wish to enquire as to who Dacorum Council will be allocating the 31 affordable flats and to seek assurances from the Council that their new tenants will not detract from the good

work that the BLRA have achieved in dealing with anti-social behaviour matters. The BLRA believe it highly likely that, because of the close proximity of both developments that the Council's new tenants will make use of the three restaurants and mini supermarket which provide important facilities for the members of the Residents Association.

2. The BLRA also own and are responsible for maintaining the pedestrian bridge over the canal and believe that there is a strong likelihood that there will be an increase in the number of people using the bridge should the plan be approved. Therefore, the BLRA believe that the ownership/responsibility for the bridge should be handed over to Dacorum Council as part of the planning application.

3. The BLRA are mindful of potential noise nuisance emanating from the proposed 31 affordable flats and seek confirmation that the present wall (at the canal end of the site of the proposed development) is retained. The BLRA request that appropriate clauses are written into the tenancy agreements regarding noise pollution and anti-social behaviour.

Minerals and Waste Comments

I am writing in response to the above planning application insofar as it raises issues in connection with waste matters. Should the district council be mindful of permitting this application, a number of detailed matters should be given careful consideration. Government policy seeks to ensure that all planning authorities take responsibility for waste management. This is reflected in the County Council's adopted waste planning documents. In particular, the waste planning documents seek to promote the sustainable management of waste in the county and encourage Districts and Boroughs to have regard to the potential for minimising waste generated by development.

Most recently, the Department for Communities and Local Government published its *National Planning Policy for Waste (October 2014)* which sets out the following:

'When determining planning applications for non-waste development, local planning authorities should, to the extent appropriate to their responsibilities, ensure that:

the likely impact of proposed, non-waste related development on existing waste management facilities, and on sites and areas allocated for waste management, is acceptable and does not prejudice the implementation of the waste hierarchy and/or the efficient operation of such facilities;

new, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape.

This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service;

the handling of waste arising from the construction and operation of development maximises reuse/recovery opportunities, and minimises off-site disposal.'

This includes encouraging re-use of unavoidable waste where possible and the use of recycled materials where appropriate to the construction. In particular, you are referred to the following policies of the adopted Hertfordshire County Council Waste Core Strategy and Development Management Policies Development Plan Document 2012

which forms part of the Development Plan. The policies that relate to this proposal are set out below:

Policy 1: Strategy for the Provision for Waste Management Facilities. This is in regards to the penultimate paragraph of the policy;

Policy 2: Waste Prevention and Reduction: &

Policy 12: Sustainable Design, Construction and Demolition.

In determining the planning application the borough council is urged to pay due regard to these policies and ensure their objectives are met. Many of the policy requirements can be met through the imposition of planning conditions.

Waste Policy 12: Sustainable Design, Construction and Demolition requires all relevant construction projects to be supported by a Site Waste Management Plan (SWMP). This aims to reduce the amount of waste produced on site and should contain information including types of waste removed from the site and where that waste is being taken to. Good practice templates for producing SWMPs can be found at: <http://www.smartwaste.co.uk/> or http://www.wrap.org.uk/construction/tools_and_guidance/site_waste_management_planning/index.html

It is encouraging to see in the Sustainability Statement that a Site Waste Management Plan will be provided to reduce waste arisings. SWMPs should be passed onto the Waste Planning Authority to collate the data. The county council as Waste Planning Authority would be happy to assess any SWMP that is submitted as part of this development either at this stage or as a requirement by condition, and provide comment to the borough council.

Hertfordshire Fire and Rescue Service

Unfortunately the plans were not sufficient to enable this Fire Authority to adequately assess the provision for access for the fire service.

This Authority would expect to view drawings with the following provisions for access and water supply:

Access and Facilities

1. Access for fire fighting vehicles should be in accordance with The Building Regulations 2010 Approved Document B (ADB), section B5, sub-section 16.

2. Access routes for Hertfordshire Fire and Rescue Service vehicles should achieve a minimum carrying capacity of 15 tonnes.

2. Turning facilities should be provided in any dead-end route that is more than 20m long. This can be achieved by a hammer head or a turning circle designed on the basis of Table 20 in section B5.

4. We note that there is an undercroft, for your information the size of Hertfordshire Fire & Rescue Service Scania pumping appliances are:

- Width 2.5m Length: 8.1m
- Height: 3.3m Weight: 17.8 tonnes
- Minimum clearance height 3.7m

Water Supplies

3. Water supplies should be provided in accordance with BS 9999.
4. This authority would consider the following hydrant provision adequate:
 - Not more than 60m from an entry to any building on the site.
 - Not more than 120m apart for residential developments or 90m apart for commercial developments.
 - Preferably immediately adjacent to roadways or hard-standing facilities provided for fire service appliances.
 - Not less than 6m from the building or risk so that they remain usable during a fire.
 - Hydrants should be provided in accordance with BS 750 and be capable of providing an appropriate flow in accordance with National Guidance documents.
 - Where no piped water is available, or there is insufficient pressure and flow in the water main, or an alternative arrangement is proposed, the alternative source of supply should be provided in accordance with ADB Vol 2, Section B5, sub section 15.8.
 - In addition, buildings fitted with fire mains must have a suitable hydrant sited within 18m of the hard standing facility provided for the fire service pumping appliance.

The comments made by this Fire Authority do not prejudice any further requirements that may be necessary to comply with the Building Regulations

Response to Neighbour Notification / Site Notice / Newspaper Advertisement

20 Crown Walk

With regard to the above application we most strongly object.

We bought 20 Crown Walk and moved into the property in January 2014. Since that time as we have enjoyed the area walking with our dogs we have become astounded by the numbers of new properties which have been built in such a short time. There are properties across from the station a few yards from this new proposal, further along London Road another huge block and then the enormous estate which has grown and continues to grow in Nash Mills as we walk along the canal towards Kings Langley

We all hear of the house shortages but there are certainly not house shortages in Apsley surely? I would be very grateful if someone could inform me of exactly how many dwellings have been built in Apsley/are proposed to be built during the period Jan 2014 - Jan 2016.

One of our neighbours - who is one of many he knows, has recently tried to get his daughter into a school locally and there was absolutely no possibility of a place to be found. This child was given a place at the other side of the town when there are schools all around her home. There are simply too many asking for these school places at the moment - never mind when the hundreds of flats are filled in Nash Mills! The child now travels each day to St Albans and back - just where is the sense in that?

House and homes have to be built of course - but what about building the infrastructure to sustain the population growth?

Please do care for the area from the point of view of the residents and not the gain to the purse, because whatever profit is made from that land will need to be spent on that infrastructure in the very near future and that profit will nowhere near cover such huge expenses.

26 Crown Walk

As a neighbour of the proposed development, and member of Belswains Lane Residents Association, we are keen to ensure that the proposal does not affect the plot adjacent to the site, referred to as the "local wildlife site" in the second document entitled "site location plan - 10/15/2015".

This site of mature trees, adjacent to the canal, is directly opposite our property and we are keen that by developing the site, access is not granted to this area as this would destroy the wildlife and our outlook, resulting in a loss of privacy. There could also be noise and disturbance resulting from use of this site.

The plot is shown as being gated from the proposed development and we are keen to ensure that access is restricted.

If access is granted to the site, it is likely to become a thoroughfare along the bank of the canal towards the commercial units. We are aware that canal boat residents need to use the gate to access moorings but would be keen to ensure that there is no additional usage of the site by the residents of the new development.

We do not know if the "local wildlife site" is owned by the same landowner, but note that the geoenvironmental assessment document indicates that the "local wildlife site" is potentially part of the overall development and we are keen to ensure that it is not and that this site cannot be developed under any circumstances.

Considerations

Policy and Principle

Land Use

The site falls within a general employment area as covered by saved Policy 31 of the local plan, but also within the specific proposal site TWA7. Policy 31 seeks to prevent the loss of employment floorspace within GEAs. Under site allocation TWA7, the wider site was identified for visitor centre and related development for a mix of uses creating local employment. It continues that the mix of uses could include offices, hotel, and restaurant with a small number of residential units. A Masterplan was also produced (September 1999) which stated that there should be a "limited" amount of residential on the site.

Spatial planning, in its consultation response, has indicated that some elements of the policy have moved on since its allocation by Policy 31 and TWA7. The site has now been formally identified as a housing allocation (Proposal H/10) in the Pre-Submission Site Allocations DPD (September 2014). The site is seen as delivering between 25-35 units and the planning requirements refer to:

“High density housing acceptable. Access from London Road. Careful design and

landscaping required to ensure a satisfactory relationship with adjoining commercial uses. Flood risk assessment required.”

It should be noted that the principle of redeveloping the site with up to 50 one bed flats has recently been approved by the Council.

Given the above, the broad principle of delivering affordable housing through a proposal on this site is now supported and is broadly in line with the original densities envisaged.

Affordable Housing

Policy CS19 of the adopted Core Strategy states that affordable homes will be provided: on sites of a minimum size 0.3ha or 10 dwellings (and larger) in Hemel Hempstead. 35% of the new dwellings should be affordable homes. Higher levels may be sought on sites which are specified by the Council in a development plan document, provided development would be viable and need is evident.

A minimum of 75% of the affordable housing units provided should be for rent.

Judgements about the level, mix and tenure of affordable homes will have regard to: (a) the Council’s Housing Strategy, identified housing need and other relevant evidence (see Policy CS18); (b) the potential to enlarge the site; (c) the overall viability of the scheme and any abnormal costs; and (d) arrangements to ensure that the benefit of all affordable housing units passes from the initial occupiers of the property to successive occupiers.

The scheme proposes 100% affordable housing provision and as such the Council is supportive of this approach. If permission were to be granted, a suitably worded S106 will need to be entered into to ensure delivery of the level, and tenure of the affordable housing provision.

Density and Layout and mix

The proposed density for 31 units is considered acceptable and in line with the Site Allocations DDP. This is a lower density than that recently approved on the site however, this scheme comprises a mix of one and two bedroom units which is considered a better mix of housing for the area than that approved in the outline scheme. The layout has broadly been set from the constraints on the site including the location of culverts and is similar to the approved scheme, however, due to the new access proposed, the London Road frontage comprises two distinct buildings compared to one solid block. Overall, the layout allows good circulation throughout the site, generally comprises a good quality development affording sufficient parking provision and residential amenities.

The buildings comprise the following mix:

Buildings A - 4 x two bedroom and 2 x one bedroom units

Building B - 6 x two bedroom and 8 x one bedroom units

Building C - 11 x two bedroom units

Design and Impact to Historic Assets

The site lies adjacent to a Grade II listed building and as such specific consideration is given to how the development impacts on its setting. The scheme proposes four distinct blocks, those fronting the London Road and two warehouse style buildings further within the site. In part, the style, bulk and form of the development is largely similar to that already granted planning permission however offers better design and spacing within the development due to the lower density proposed. The main difference considered is the London Road frontage. The scheme largely differs from previous proposal insofar that access is proposed off the London Road and as such has been necessary to design the scheme allowing for a through road down the middle of the site. As such the London Road frontage is formed by two book end buildings. These have been designed having regard to more simple buildings and are of a scale, height and distance from the Listed building which conserves its character. Whilst the buildings appear to be somewhat disjointed, it is not considered that they would appear out of the context with the streetscene and are of a size and form more domestic in scale to the listed building adjacent. The quality of materials and specific details will be a key consideration of the development as integrating poor quality materials will be detrimental to the quality of scheme. As such full details of materials will be required by condition prior to commencement of any development.

The conservation and design officer has raised no objection to the scheme and whilst he raises some concern over the disjointed buildings fronting the London Road, he appreciates they respect the adjacent listed building in terms of scale and height and that the applicant has not achieved an alternative public right of way to allow the London Road Access to be fully developed along the roadside. It is noted that the conservation and design officer believes that the quality of this development will depend on high quality materials and details which are not watered down following conditional consent and as such requires the imposition of specific conditions to achieve this. It is noted that the applicants amended their application form and design and access statement during the course of the application to amend the materials for the fenestration.

Flood Risk and De-culverting

The Environment Agency identified the site as being located within Flood Risk Areas 2 and 3 and as such a Flood Risk Assessment has been submitted with the scheme. It is noted that an earlier development was refused on the same site due to an objection from the Environment Agency. Since this time, the developers have produced amendments to the scheme and updated technical information which has satisfied the concerns of the Environment Agency subject to the imposition of conditions.

In greater depth, the NPPF states that (para 102) "If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate. For the Exception Test to be passed: it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Both elements of the test will have to be passed for development to be allocated or

permitted. Paragraph 103 of the NPPF goes on to say that "When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment²⁰ following the Sequential Test, and if required the Exception Test, it can be demonstrated that: within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems

A summary of the submitted FRA sets out:

- The proposed residential development is located in Flood Zones 1, 2 and 3 as identified on the Environment Agency Flood map.
- 5. The proposed development is considered 'more vulnerable' in accordance with NPPF.
- The principal source of potential flooding at this site is fluvial flooding from the GUC, River Gade and River Bulbourne. Hydraulic modelling undertaken by Waterco shows that the site is flood free during all events up to and including the 1% AEP + CCA event.
- Approximately 25% of the site is shown to be at flood risk during the extreme 0.1% AEP event, with flood depths ranging between 0.1m and 0.45m. The maximum water level during this event is 76.4m AOD.
- A residual risk arises during a breach event of the GUC embankment and masonry wall.
- Approximately 35% of the site is shown to be at flood risk during a breach of these structures, with flood depths ranging between 0.1m and 0.85m.
- The effect of deculverting a canal overspill structure which crosses through the north-eastern extent of the site has been investigated. The results show that opening the culvert causes flooding to the site and to neighbouring properties. Deculverting is therefore not recommended.
- A safe access/egress route is available via the site access off London Road. London Road and the western extent of the site are shown to be flood free during all events up to and including the 0.1% AEP event and during a breach of the GUC embankment and masonry wall.

Following additional amendments, the EA no longer object to the development on Flood Risk grounds however have objected to the this full application on the basis that the buffer zone requested to the de-culverted area is not achieved. In particular the EA now raise objection because the development falls within 8 metres from the de-culverted river and are concerned that the accessibility to the watercourse could not be achieved, affect the stability of the river bank etc. The agent has submitted various reasoning to justify the positioning of building C and as such it is considered that the distance is achievable however further comments from the EA on this matter will be reported to members in advance of the meeting.

Parking and Highway Implications

Provision is made for 32 car parking spaces. The provision of 32 car parking spaces serving 31 units equates to a ratio of just over 1:1 spaces. Appendix 5 of the local plan sets out a maximum car parking standard of 1.25 spaces for a one bedroom unit and

1.5 spaces for a two bedroom unit. As such the amount of car parking proposed is considered slightly under the maximums set out in appendix 5 of the local plan (setting a maximum of 43 spaces). Having regard to the location of the site, close to the train station, together with the proposal comprising small affordable units, it is considered that 1 space per unit would be an acceptable and appropriate provision of parking. A similar provision ratio was recently accepted for the more dense development of 50 units on the site.

Although it is acknowledged that there are wider concerns over parking provision within the immediate area, taking account of the above and the lack of any adopted minimum parking guidelines it is considered that the LPA would not be able to substantiate an argument for refusal based on inadequate parking provision.

Access is proposed via the existing vehicular access from London Road and through the middle building from an undercroft arrangement. Hertfordshire Highways have been consulted and are largely satisfied with the proposals although it is noted that the proposals involve off site works which will be subject to a S278 agreement.

Other Considerations

Policy CS12 of the adopted Core Strategy states that "On each site development should: a) provide a safe and satisfactory means of access for all users; b) provide sufficient parking and sufficient space for servicing; c) avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties; d) retain important trees or replace them with suitable species if their loss is justified; e) plant trees and shrubs to help assimilate development and softly screen settlement edges; f) integrate with the streetscape character; and g) respect adjoining properties in terms of: i. layout; ii. security; iii. site coverage; iv. scale; v. height; vi. bulk; vii. materials; and viii. landscaping and amenity space".

Quality of Accommodation

i) Spacing of Dwellings - There should be sufficient space around residential buildings to avoid a cramped layout and maintain residential character, to ensure privacy and to enable movement around the building for maintenance and other purposes. The minimum distances of 23 m between the main rear wall of a dwelling and the main wall (front or rear) of another should be met to ensure privacy. This distance may be increased depending on character, level and other factors. The layout of the scheme allows for spacing well above the 23m minimum distances required, in parts up to 30m which allows for adequate privacy to be maintained for future occupiers as well as enabling sufficient light and spacing between the buildings.

(ii) Privacy - Residential development should be designed and laid out so that the privacy of existing and new residents is achieved. A good standard can be achieved by attention to detailed design, e.g. staggered building lines, careful grouping and orientation of dwellings, different sizes and positions of windows and doors and the erection of screen walls, fencing and planting. Buildings should at least maintain the distances with their neighbours given under (ii) and (iii) below. Exceptions may be possible in individual circumstances depending upon the particular topography, character of the area and nature of adjoining land uses.

Noise and Nuisance - A noise assessment has been commissioned which considers

the noise climate at the site and that noise mitigation will be required due to the road traffic noise as well as the potential impacts from the adjacent delivery yard. The report finds that external noise levels to communal garden and balconies have been found to be in line with building regulation standards. As such a condition will be imposed requiring specific plans showing the noise mitigation barriers.

Impact on surrounding properties

The site abuts the boundary with Home Base and its service yard and consideration is therefore given to ensuring that the proposal for residential units in close proximity to an existing retail use would not give rise to an unsatisfactory relationship. The indicate plans show that no habitable windows would face onto the yard and a noise survey has been submitted. In principle the outline scheme has demonstrated that the orientation and layout of the development can achieve satisfactory relationship to the adjacent noisy. Environmental Health has raised no objection in principle however have requested a specific condition seeking measures to demonstrate how the development can achieve adequate noise insulation.

Concern has been raised by the local residents association that the new development would give rise to overlooking to properties across the canal and result in additional noise and nuisance for these properties. The windows/balconies of the proposed development would be located sufficient distance across the other side of the canal to ensure privacy is maintained to properties along Mulready Walk. The properties along Mulready Walk are in excess of 23m away and indeed the frontages are currently within open view to the canal and the pub, wherein it is not considered that the development would result in significant loss of privacy over and above the existing situation. In terms of noise, again, it is not considered that issues would arise in terms of noise to other residential properties considering the existing relationship between dwellings and public space, together with the intervening distances between the proposal and existing residential units. Due to the location of the site adjacent to Homebase, the car park to the pub and the Enterprise building, the proposals wouldn't result in visual intrusion to residential properties or indeed light.

Finally, comments were submitted from Belswains Lane Residents Association which were passed the applicant (Council) for their perusal. It is not considered that the application could be refused on any of the points raised by the BLRA however it is for the Council to discuss these proposals with the Association.

Impact on Trees and Landscaping

No objection is raised with regard to any important trees or landscaping. Should permission be granted, a condition would be imposed requiring full details of landscaping proposals.

Sustainability

A sustainability statement has been submitted which accords with the objectives of policy CS29 of the adopted Core Strategy.

Secure by Design

A number of objectives have been set out by the secure by design officer of which

most of these will be covered by building regulations however it is considered good practice and in accordance with the NPPF to include a condition requiring how the development will integrate methods to reduce crime.

Refuse

The refuse department have commented on the scheme and requested that provision for adequate provision of bins on site. A condition will be imposed requesting further details for bin storage together with detailed Swept paths for bin lorries to ensure refuse collection can be secured.

Ecology and Habitats

The application has been accompanied by a Phase 1 Habitat study which concludes that there are no ecological implications as a result of the proposal. The ecology officer has no other evidence to suggest otherwise and suggests that an informative is imposed only.

S106 and CIL

The application is for 31 affordable housing units and as such this will need to be secured through a S106 agreement. The scheme is for 100% affordable housing units and as such would not be CIL liable. It is noted that Hertfordshire Highways suggest a financial contribution of £16000 towards upgrading the bus stops near to the site, however it is considered that it would not be feasible for the LPA to request this money especially considering this request as not made in respect of the recently approved outline application.

RECOMMENDATIONS

1. That the application be DELEGATED to the Group Manager, Development Management and Planning with a view to approval subject to the completion of a planning obligation under s.106 of the Town and Country Planning Act 1990 and the imposition of the following conditions and informatives:

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

- 100% affordable housing provision and tenure;
- Provision of fire Hydrants

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

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

2 **No development shall take place until details of the materials and finishes to be used in the construction of the external surfaces of the development together with details of the windows, exterior door and**

external walkway balustrades hereby permitted shall have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development in accordance with policy CS12 of the adopted Core Strategy.

3 Prior to the commencement of development, details of landscaping shall be submitted for the approval to the local planning authority and shall include:

- **hard surfacing materials;**
- **means of enclosure;**
- **soft landscape works which shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;**
- **external lighting;**
- **minor artefacts and structures (e.g. furniture, storage units, signs etc.);**
- **arrangements for the long term management and maintenance of the on-site open spaces including de-culverted areas;**
- **programme of implementation**
- **bin storage details**
- **maintenance and management of Suds**

The trees, shrubs and grass shall subsequently be maintained for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting season and maintained until satisfactorily established.

Reason: To ensure adequate management and provision of services to serve the development and to ensure that it integrates well within the wider character of the area and the canal in accordance with policy 12 of the adopted Core Strategy.

4 Construction work shall not begin until detailed plans for protecting the proposed residential development from noise in accordance with the specifications set out in the noise assessment report 14/0275/R1 has been submitted and approved by the local planning authority; all works which form part of the scheme shall be completed before the first occupation of the development

Reason: In the interests of the amenities of future occupiers in accordance with NPPF and the NPPG.

- 5 **Development shall not commence until a Delivery and Servicing Plan has been submitted to and approved in writing by the local planning authority. The plan shall demonstrate how deliveries and servicing of the development will be managed and coordinated and shall thereafter be operational. The plans shall include detailed swept path analysis for refuse vehicles and other delivery vehicles.**

Reason: In the interests of Highway Safety in accordance with policy CS8 of the Core Strategy and saved policy 58 of the local plan.

- 6 **No development shall take place until details of measures to recycle and reduce demolition and construction waste which may otherwise go to landfill, together with a site waste management plan (SWMP), shall have been submitted to and approved in writing by the local planning authority. The measures shall be implemented in accordance with the approved details.**

Reason: To accord with the waste planning policies of the area, Policy CS29 of the Dacorum Core Strategy (September 2013) and saved Policy 129 of the Dacorum Borough Local Plan 1991-2011.

- 7 **Unless otherwise agreed in writing by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until Conditions (a) to (d) below have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until Condition (d) has been complied with in relation to that contamination.**

(a) Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- **a survey of the extent, scale and nature of contamination;**
- (ii) an assessment of the potential risks to:**
 - (i) human health,**
 - **property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and**

- pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
- an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's *'Model Procedures for the Management of Land Contamination, CLR 11'*.

(b) Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(c) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

(d) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition (a) above, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition (b), which is subject to the approval in

writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with Condition (c).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy CS32 of the adopted Core Strategy.

INFORMATIVE:

The applicant is advised that a guidance document relating to land contamination is available in the Council's website:

<http://www.dacorum.gov.uk/default.aspx?page=2247>

- 8 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.**

Reason: To protect the water environment, including groundwater in accordance with policy CS32 of the Core Strategy. The site is located on a Principal Aquifer, and within a Source Protection Zone 1 which feeds a public water supply.

- 9 No works shall commence on site until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan should outline construction methodology, the predicted vehicle movements to and from the site, and how the movement of construction vehicles will be managed. The plan shall also include a scheme detailing the provision for on site parking for construction workers during the duration of the construction period. The plan shall be implemented throughout the construction period.**

Reason: To manage the movement of vehicles during construction and to ensure adequate off street parking during construction in the interests of Highway Safety in accordance with adopted policy CS8 of the Core Strategy and saved policy 58 of the local plan.

- 11 Following demolition, no development approved by this planning permission, shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local**

planning authority:

1) A preliminary risk assessment which has identified:

(iii)all previous uses,

- **potential contaminants associated with those uses,**
- **a conceptual model of the site indicating sources, pathways and receptors,**
- **potentially unacceptable risks arising from contamination at the site.**

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To protect the water environment, including groundwater in accordance with policy CS32 of the adopted Core Strategy.

- 12 No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.**

Reason: To protect the water environment, including groundwater in accordance with policy CS32 of the adopted Core Strategy.

- 13 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.**

Reason: To protect the water environment, including groundwater in accordance with policy CS32 of the Core Strategy. The site is located on a Principal Aquifer, and within a Source Protection Zone 1 which feeds a public water supply.

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

L4077 013F
L4077 008J
L4077 012F
L4077 014E
Site Location Plan

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

Informatives

a) Thames Water

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

b) Secure by Design

As of 1st October 2015, Approved Document Q (ADQ) has come in that requires under Building Regulations dwellings are built to "Prevent Unauthorised Access". This applies to any "dwelling and any part of a building from which access can be gained to a flat within the building". Performance requirements apply to easily accessible doors and windows that provide access in any of the following circumstances: Into a dwelling from outside ,Into parts of a building containing flats from outside ,Into a flat from the common parts of the building

Achieving the Secured by Design award meets the requirements of Approved Document Q (ADQ), and there is no charge for applying for the Secured by Design award. I would ask that this information is passed by way of informative to the applicant.

Secured by Design part 2 physical security: If the development were to be built to the physical security of Secured by Design part 2, which is the police approved minimum security standard and also achieves ADQ. This would involve: All exterior doors to have been certificated by an approved certification body to BS PAS 24:2012, or STS 201 issue 4:2012, or STS 202 BR2, or LPS 1175 SR 2, or LPS 2081 SR ,All individual flat front entrance doors to have been certificated by an approved certification body to BS Pas 24:2012 (internal specification), Ground level (easily accessible) exterior windows to have been certificated by an approved certification body to BS Pas 24:2012. All glazing in the exterior doors, and ground floor (easily accessible) windows next to doors to include laminated glass as one of the panes of glass, Access control standard for flats is: 4 to 10, audible – more than 10 flats sharing a communal entrance then audible and visual access control at the pedestrian entrances to the block. Such access control must NOT have a Tradesman's Button fitted as this assists offenders to gain entry during the day to break into the flats.

c) The Canal and River Trust

The Canal & River Trust offer no right of support to the adjacent property. The land owner should take appropriate steps to ensure that their works do not adversely affect the canal infrastructure at this location.

"The applicant/developer is advised to contact Osi Ivowi, Waterway Engineer on 01908 302 591 in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trusts "Code of Practice for Works affecting the Canal & River" Trust.

d) Ecology Informatives

"Demolition of the buildings should proceed with caution and in the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from one of the following: a bat consultant, the UK Bat Helpline: 0845 1300228, Natural England: 0845 6014523, or the Herts & Middlesex Bat Group website: www.hmbg.org.uk "

"Site clearance should be undertaken outside the bird nesting season, typically March to September inclusive), to protect breeding birds, their nests, eggs and young. If this is not possible then a search of the area should be made by a suitably experienced ecologist and if active nests are found, then clearance must be delayed until the nesting period has finished." "If any lighting of the development is required, this should be directed away from the adjacent watercourse to eliminate any potential disturbance to species using this feature (such as foraging and commuting bats)".

