

**4/03464/15/FUL - CONSTRUCTION OF ONE 3-BED DWELLING.  
LAND REAR OF 126-132 GEORGE STREET, BERKHAMSTED, HP4 2EJ.  
APPLICANT: Rivergate Homes Limited.**

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[Case Officer - Tass Amlak]

## **Summary**

The application is recommended for approval. The proposal is for the demolition of an existing garage and the construction of a two storey three bedroom house within land to the rear of 126-132 George Street. Overall it is considered that the proposed development will be an efficient use of urban land and will provide a new dwelling which would be in keeping with the character and appearance of the street scene and the wider character and appearance of the conservation area. Adequate parking and amenity space will be provided. In addition to this the proposal is not considered to result in significant harm to the residential amenities of the neighbouring properties on William Street.

## **Site Description**

The application site relates to land in the rear gardens of 126-132 George Street and the main frontage of the property will be located on the south western side William Street adjacent Number 8. William Street which is a unmade road that leads down to the canal from George Street with a short terrace of mid-20<sup>th</sup> century housing directly neighbouring the site with two set of semi-detached properties on the opposite side of the road of which one is pair (nearest the canal) is locally listed.

## **Proposal**

The application seeks to replace the existing garage on William Street with a two storey detached dwelling of traditional brick and tile construction. The proposed property will be two bedroomed and have a depth of 8.3 metres, a width of 5.8 metres and a height of 8.2 metres with a gable roof.

The proposed property will provide two parking spaces and a rear garden of 8.5 metres.

## **Referral to Committee**

The application is referred to the Development Control Committee due to the contrary views of Berkhamsted Town Council and a number of residents.

## Relevant history

None.

## **Constraints**

Conservation Area  
Flood Zone 3  
Grand Union (North Bank) 25m buffer

## Relevant policies

### National Policy Guidance

National Planning Policy Framework (NPPF)

### Dacorum Core Strategy (2013)

CS4 – The Towns and Large Villages  
CS8 - Sustainable Transport  
CS11 - Quality of Neighbourhood Design  
CS12 - Quality of Site Design  
CS13- Quality of Public Realm  
CS17 - New Housing  
CS27-Quality of the Historic Environment  
CS28 - Carbon Emission Reduction  
CS29 - Sustainable Design & Construction  
CS31 - Water Management  
C32 - Air, Water and Soil Quality

### Saved Policies of the Dacorum Borough Local Plan (1991-2011)

Policy 106 - Canalside Environment Policy  
Policy 13 – Planning Conditions and Planning Obligations  
Appendix 3 - Layout and Design of Residential Areas  
Appendix 5 - Parking

## **Summary of Representations**

Comments received from local residents:

### **136 George Street**

WE would like to put our points of view AGAINST the development proposal.

- 1) Firstly this is a conservation area and the terms conservation and redevelopment contradict each other.
- 2) The addition of another house in the area of William Street/George Street will cause additional congestion. This area is already very dangerous due to cars having to drive or back out from William Street into George Street.
- 3) William Street is very narrow and what if any arrangements have be made to keep road clear during construction.
- 4) Access to car parking for new house will be very limited especially if cars are parked opposite, the residents will then probably park in road, limiting spaces even more than is the case now.
- 5) Ridge height of new house is NOT in keeping with existing houses.
- 6) William Street is an unmade road and therefore will deteriorate with heavy delivery lorries and plant travelling to and fro. Who will be responsible for repairing the road following completion of construction of dwelling?

7) Unkempt area of William Street will only be moved further up towards George Street.

8) No provision made for re-cycling bins. William Street is already being used as a storage area for these!

9) At the moment from our house we have a good view of trees and the canal, these will be lost.

10) Main objection is why do we need another house in such an over crowded area taking away the few trees and open aspect available we have.

### **134 George Street**

We wish to comment on the above application and planning statement. There are 3 points of objection to the application:

The development will cause loss of amenity and environment: the active reduction of established green space contradicts the conservation status of the area, regardless of the quality and value of the existing vegetation and trees

The removal of an estimated one/two parking spaces by the development will exacerbate the existing scarcity of informal parking for residents

Heavy construction vehicles will inevitably cause permanent deterioration to the surface at the top of William Street: the supporting planning statement makes no reference to making good the damage.

### **Resident of George Street**

I am writing to object to the proposed development in George Street, Berkhamsted. The area is already congested with traffic and the streets are at bursting point for parking.

There is limited room to bring in building materials and this would also reduce green space.

### **139 George Street**

I am writing to object to the proposed building of a three bedroom house behind numbers 126 - 132 George Street. The street is already congested enough without having to witness yet more reduction of green space and gardens.

The exit from William Street is problematic as it is without having lorries and other large vehicles trundling down it and speaking from my own experience my car has had a dent put in it from a large van turning out from William Street onto George Street recently!

I strongly object to this proposed new dwelling and cannot see how it can possibly benefit any of the local residents.

### **89 George Street**

It seems to me that often developers are the ones who gain in these cases, while their profiteering adversely affects the quality of life of the local residents. The people who already live in George Street, Little Bridge Road and William Street presumably like me have chosen to live in this location because of its convenience to the town and station alongside its closeness to open countryside just the other side of the railway line, the Grand Union Canal and sites such as Ashridge and the Chilterns.

Sadly parking is one of the downsides of residing in George Street and often at night

and weekends I have to park up at the far end of George Street just before where the road crosses the railway line. As I am some years into retirement, this is far from ideal. I would definitely object to any proposal which may or would result in more congested parking in this road. As it is my car has received a number of knocks, dents and scratches from inconsiderate drivers who have not had the courtesy to leave a note on the windscreen.

There is also the issue of road safety and about 3 years ago a young boy was knocked over by a van just opposite my house. He was badly injured and was airlifted out by helicopter. Cars and vans are driven far too fast along this road which is used by school children going to and from school each day. There is also the playground which is very popular with young families and children of all ages. Lorries also use the road far more than one would imagine. George Street is used as a through road and cars are constantly needing to turn, as well as traffic coming out of William Street, Cambridge Terrace and the roads either side of the playground when it is difficult to see oncoming traffic in George Street.

Building works are a constant it seems in George Street, with noise, dust and huge building machines and vehicles. My feeling is that this little area is congested enough and we do not need any more new buildings going up. It is great that with so many dwellings in a small area there are trees around and it would be a detriment to the area if any more are cut down. Surely the enormous housing development between the canal and the main road is more than enough for this part of Berkhamsted. That already is going to adversely affect the environment in this neighbourhood dramatically.

### **91 George Street**

I live at 91 George St and I would like to express my objection to the proposed Planning Application for a new dwelling behind nos 126-132 George St, half way down William St submitted by Rivergate Homes.

The Developer is obviously trying to squeeze in a property in a narrow plot without any regard to the inconvenience this will cause the residents of George St and William St. The parking in George St is already a big problem with residents needing to park their cars where they can find space. This often means that residents also use William St when necessary which means cars will often park very close to the corners of George St and William St.

How then will big builders lorries navigate the tight turn into William St without closing off more parking spaces to get through without further damaging cars, which happens on a regular basis. This will create more parking problems for all residents and further disruption and frustration.

This is infilling of land for profit which will cause all residents in George St and William St great disruption for many months.

### **39 George Street**

We feel that this application will be detrimental not only to the conservation area but to our road and impact us as residents.

We are severely concerned about the parking situation which will be worsened by this development. Parking on George Street is already extremely limited for residents. We also have to share the road with those driving to the two local pubs, The Boat and Rising Sun, which is particularly bad during peak times in the summer and at Christmas. If this application is granted, the neighbours that currently use the fenced area down William Street to park will be forced to park on George Street. The spaces suggested for the new house also are not practically workable as the limited space of William Street will not be enough to turn into side of house parking. The road is too narrow for this usage. It is already dangerous to exit William Street onto George Street and an increase in traffic will only add to this.

Finally, the proposed dwelling would appear to be too tall and will tower over the other housing causing a detrimental visual impact on the area.

### **1 William Street**

I strongly object to this application. I live at 1 William Street and this house will be directly in front of my house, so it will cause loss of light to my front room, it will overlook my main bedroom causing loss of privacy. The parking in William Street is already inadequate as a lot of people from George Street are parking their cars there, and causing congestion to the road and as it is an unmade road, the high use of it is causing damage to the top of the road where it meets George Street. There is no turn points, apart from where the house is planned, and the parking area at the end of the road, I and other neighbours will lose our views of the canal and conservation area. As there are still no plans available to view, I can't comment on the design, it will visually intrude as it will be opposite my house destroying my view of the canal. The noise and disturbance will be unacceptable as Berkhamsted is a peaceful, quiet lovely place to live, the very reason we moved here to raise a family. Berkhamsted has by far enough housing with the new development almost completed on the main road and the new houses built in George Street. This is a conservation area, there is very little conservation going on here. Its only one house, but it will cause immense worry, suffering, and aggravation to the people of William Street and George Street, with little or no benefit to others, apart from the people selling the land for it to be built on. I will oppose this build every step, as I believe it is completely wrong on every level and will bring nothing to Berkhamsted.

### **Flat 4 Union Court**

We have been forwarded notification to build on land; rear of 126-132 George Street, HP42EJ.

As a flat owner Union Court, Bedford Street, (parking accessed via William Street), I am very concerned that access to my property will be restricted through the course of construction and thereafter by increased traffic into William Street.

### **140 George Street**

1. The Parking issue. I'm all for and understand we need more housing and in fill is a great way of doing that rather than encroaching onto the green belt, however, as I understand it, there will be a parking space allotted to this development but it appears it will only replace what already exists and could potentially decrease the informal

parking along fences etc. Parking is a REAL issue on William St/George St and causes real frustration; it would not take much to push things over the edge. Currently it is a lovely place to live with a great sense of community; we would hate to lose that. Developments just don't take parking into consideration in any real sense. Why would they, that's not what they make their money on!

2. The added disruption during construction would not be welcome although I understand it wouldn't last for ever. The entrance to William Street is tricky enough as it is. I myself have had a truck driver reverse into me as I reversed out of the narrow street. It is impossible to see round the corners as there are always parked on them.

#### **4 William Street**

1)The proposed height/size of the dwelling. After looking at the front elevation drawing, it looks like the height will be taller than that of the buildings next to it (Numbers 7 and 8 William St).

It is also unclear what the height of the proposed new dwelling will be in comparison to the roof height of numbers 1 and 2 William St, which are situated directly opposite to the site of the proposed new dwelling.

My concern is that this new build (particularly in view of the fact that this new build has the addition of a 2nd floor attic/study room) may tower over these properties, which for many years have enjoyed an unobstructed view.

At the very least I would suggest that the plans are altered to reduce the ceiling height and make it more in keeping with the rest of the street. this may mean scrapping the 2nd floor attic/study room.

2)William St as you know is an unmade road, it is not tarmacked and is constantly vulnerable to deterioration from vehicles. The street just about copes with the residential vehicles, delivery vans etc and occasional works vehicles when residents are renovating. However I am concerned that the heavy traffic necessary for the construction of this build will churn up and permanently leave ruts and damage to the street.

A solution to this would be to suggest that the development company agrees to tarmac the entire street to avoid any damage/ make good any damage caused by their vehicles during the build. Furthermore, access along George St is not an easy task and there is no turning circle on William Street. I cannot see how construction vehicles can easily make deliveries to the site.

3)Despite the fact that the proposed build is adding valuable parking spaces for the new residents, the matter remains of where vehicles can park during the build. As mentioned previously there will be large heavy vehicles delivering to the site and they will need space. (which is a premium).

4)The above proposal will inconvenience many residents during its build and will permanently affect the properties opposite No.s 1 and 2, and also the property at the side, No. 8.

Not to mention the fact that the properties on George St are permanently affected by the loss of their garden spaces.

It seems like an awful lot of fuss and bother for the proposal of ONE dwelling which will effectively provide a home for just ONE couple or young family.

I am not opposed to development, there is a considerable amount going on in Berkhamsted on larger sites and for many more homes. It just surprises me that it is

even a possibility to propose development in the conservation area.

What use is having a label "conservation area" if ultimately construction is allowed which changes the shape of the buildings and landscape which make up the conservation area?

If we build like this on back gardens, and other "available" green spaces, then the conservation area does not remain a conservation area with unique character, it becomes just the same as any urban residential area with houses crammed in wherever possible.

5) Should this proposal go through, then what message does that send to other property owners in Berkhamsted and developers about cashing in their back gardens for new dwellings?

### **25 George Street**

I am a resident on George Street. I am writing to say that i feel the above application would have a negative impact on the area and would be concerned if this were to happen.

### **142 George Street**

As a local resident, I would like to voice my disapproval to the proposed planning application.

As a conservation area, I feel we are over running it with extra buildings, to the reduction of the already limited green spaces.

### **142 George Street**

I would like to raise an objection to the proposed dwelling at William Street, Berkhamsted. This would have a negative impact on our living environment, will likely increase congestion and make parking even more difficult in an already extremely overcrowded street (George Street). The work itself will cause serious upheaval to us residents and there is already enough work going on with developers on or around our street. With two small children, I'd ask you to consider our objections to this development as this will really impact our family for the above reasons.

### **2 William Street**

William Street is an unmade road comprising of two bedroom Victorian terraced cottages. The proposed development is for a modern three bed detached house with a large depth so the pitch of the roof will stand higher than the adjacent cottages and the houses opposite. It will not be in keeping with the other houses in this conservation area and will ruin the charm of the street. It is being built on two existing parking areas in William Street and part of the back gardens of four houses in George street no 126 - 132; basically it's land grabbing for profit.

Our house, no 2 William Street is directly opposite the proposed site and currently

overlooks gardens. William Street is only 7.5m wide and our concern is that this development will completely overbear our property. It will overshadow and cut out the direct sunlight into the sitting room and Master Bedroom. More importantly it will overlook directly into our property leading to a loss of privacy. I invite you to visit the site so you can see the implications of this development on our own property but appreciate you are busy so I have attached pictures of the view from my sitting room and bedroom for your reference.

Further to this, the development will take away valuable parking in the Street. The developers claim that they are providing two parking spaces to the side of the property, with one parking space behind the other. In practice the spaces will not be adequate for the cars to turn into the street so will be effectively redundant.

The plans intend to build on existing parking areas for no 132 George Street which will move up the road to the right side of the new development. This will effectively wipe out two informal parking spaces. In truth, the development will add to the parking needed but take away existing parking spaces.

### **Contamination**

The site is located within the vicinity of potentially contaminative former land uses. Consequently there may be land contamination issues associated with this site. I recommend that the standard contamination condition be applied to this development should permission be granted. For advice on how to comply with this condition, the applicant should be directed to the Council's website ([www.dacorum.gov.uk/default.aspx?page=2247](http://www.dacorum.gov.uk/default.aspx?page=2247)).

### **The Canal and River Trust**

After due consideration of the application details, the Canal & River Trust has no comments to make.

### **Berkhamsted Town Council**

#### **Object**

The site is within the Conservation Area and will involve the loss of three trees which is contrary to CS 12. The application would increase congestion contrary to CS 11 and Policy 21 and create hazardous parking. Tandem parking is proposed with attendant difficulties and dangers. In addition, the development would undoubtedly increase density in the area which is contrary to the provisions of CS11 and Policy 21.

### **Highways**

#### **Decision**

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission.

Decision Hertfordshire County Council has no objection to this proposal. The assessment does not indicate any significant issues with the proposal. The highway authority would not wish to restrict the grant of planning permission to the above



planning application.

### **Conservation**

Conservation & Design raise No Objection, subject to conditions.

The proposal is for the development of a rear garden site within the Berkhamsted Conservation Area to provide a single new detached dwelling house on the site that presently consist of a single concrete walled detached garage and then of the domestic rear gardens to 126-132 George Street. William Street itself is a short length of unmade road that leads down to the canal from George Street with a short terrace of mid-20th century housing directly neighbouring the site with two set of semi-detached properties on the opposite side of the road of which one is pair (nearest the canal) is locally listed.

The proposed detached dwelling is to be of a traditional form and detailing and of a scale and massing not that dissimilar to the traditional built form adjacent to this site. As such the proposal is considered to be of an appropriate form and massing such that it is believed this new building knits in well with its surroundings and would on balance have a neutral character and appearance of this part of the conservation area .

### **Environment Agency**

No objection

### **Local Lead Flood Authority**

No response

### **Considerations**

#### **Policy and Principle**

The site lies within the urban area of Berkhamsted wherein, under Policy CS4 of the Core Strategy residential development is acceptable in principle.

Saved Policy 10 of the DBLP encourages the use of urban land to be optimised. Policies CS10, 11, 12 and 13 of the CS are overriding policies that seek a high quality of design in all development proposals.

There is a significant demand for new housing set out Policy CS17 of Dacorum Core Strategy and the primary objective is to meet significant demands for housing within existing settlements through the optimisation of urban land in accordance with Policy 10 of the Dacorum Borough Local Plan 1991-2011 (saved).

Therefore, it is considered that the principle of redevelopment of the site for residential is supported and in accordance with the objectives of the adopted plans subject to compliance with other policies including CS8, CS12, CS13, CS28, CS29, CS31 and CS32.

The main issues in this case concern the effect of the proposal on the street scene, on the character of area, on highway safety and the amenity of neighbouring residential occupiers.

#### Effect on Street Scene and wider conservation area

The proposed dwelling will be in line in keeping with the pattern of the surrounding properties in terms of the height and building lines.

The appearance is acceptable in the street scene as the proposed property will be in line with the adjacent property No. 8 William Street and whilst the property is taller than the neighbouring properties 5-8 William Street the relationship is identical to the properties on the opposite side of the road. Therefore the proposal property is of an appropriate form and massing and is considered to be in keeping with surrounding properties and the wider street scene.

Furthermore the proposal is considered to be an improvement of the current street scene as the proposed dwelling will replace a dilapidated garage located within a prominent position within the street scene.

Subject to the above, the proposal would comply with Policy CS12(c) of the Core Strategy.

The conservation officer has been consulted and raised no objection on the grounds the new building knits in well with its surroundings and would on balance have a neutral character and appearance of this part of the conservation area and the proposal is in accordance with CS27 of the adopted Core Strategy.

#### Impact on neighbours

It is considered that the proposal would have an acceptable relationship to existing dwellings in terms of residential amenities.

The proposed property will not project beyond the rear wall of the adjacent property No. 8 William Street and therefore the proposal is not considered to be harmful to the residential amenities of this neighbouring property.

Concerns have been raised by the neighbouring properties 1 and 2 William Street on the grounds that the proposed dwelling will be harmful to their residential amenities as the proposed dwelling will directly face these properties. However, it is considered that whilst the proposed dwelling will be relatively close to the dwellings opposite due to the narrow road; this relationship would be identical to current relationship between the existing properties on the road. In addition to this Appendix 3 of Local Plan does not have any specific distance with regards to front facing properties and therefore on the balance the proposal is not considered to cause significant harm to the residential amenities of the neighbouring properties Nos 1 & 2 William Street.

The proposal would therefore comply with Policy CS12(c) of the Core Strategy.

#### Quality of proposed dwelling and amenities

The impact of the proposed developments upon neighbours has already been addressed earlier in this report. The property has its own private amenity space and whilst the size of the garden will be less than the 11.5 metres as specified within Appendix 3 of the Local Plan, the guidance does indicate that for infill developments garden depths below 11.5m but of equal depth to adjoining properties will be acceptable. The proposed garden will be of a similar depth to adjacent properties and those opposite but of greater width. The proposed amenity space is therefore acceptable in terms of providing a functional space, commensurate with the size of the property and compatible with the surrounding area.

### Access and parking

It is acknowledged that the area suffers from on-street parking difficulties which is typical in historic environments, due to the lack of off-street parking provision. However, the provision of 2 parking spaces is considered acceptable in numerical terms for this site which is situated close to the Town Centre and meets the Council's parking guidelines of 1.5 spaces for a two bedroom dwelling. The Highway Engineer has raised no objections.

A number of neighbours have objected in relation to the loss of on street parking spaces, however, the proposed dwelling will replace an existing garage with an existing dropped curb and therefore the replacement of the existing garage with a new dwelling is not considered to result in a significant loss of parking spaces.

Informative's on wheel washing and storage of materials is recommended.

### Contamination

The Contaminated Land Officer has raised no objection subject to a condition to assess the potential contamination of the site.

### Community Infrastructure Levy

Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on the 1st July 2015. This application is CIL Liable.

The Charging Schedule clarifies that the site is in Zone 1 within which a charge of £250 per square metre is applicable to this development. The CIL is calculated on the basis of the net increase in internal floor area. CIL relief is available for affordable housing, charities and Self Builders and may be claimed using the appropriate forms.

### Waterways & Flood Risk

The Canal & River Trust, the Environment Agency and the Local Lead Flood Authority have no comments to make with regard to the proposal and therefore no objection is raised on flood risk grounds. The proposal has been assessed in accordance with the Environment Agency Flood Risk Standard advice and the development is classified as appropriate and therefore the local planning authority is satisfied that the development

would not create an increased flood risk to the occupiers.

## Conclusions

The proposed is acceptable and would not have an adverse impact on the appearance of the street scene and the wider Berkhamsted Conservation Area. There would be no significant adverse impacts on neighbouring properties. In addition, the proposal would not have an impact on highway and pedestrian safety. The proposal is therefore in accordance with the National Planning Policy Framework, Policies CS12, CS17 CS13, and CS27 of the Core Strategy.

RECOMMENDATION - That planning permission be **GRANTED** for the reasons referred to above and subject to the following conditions:

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

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

- 2 The trees shown for retention on the approved Drawing No. DPL/15/36-1 shall be protected during the whole period of site excavation and construction by the erection and retention of a 1.5 metre high chestnut paling fence on a scaffold framework positioned beneath the outermost part of the branch canopy of the trees.**

Reason: In order to ensure that damage does not occur to the trees during building operations in accordance with Policy 99 of the Local Plan.

- 3 No development shall take place until full details of all external materials and finishes of the hereby approved dwelling have been submitted to and approved by the Local Planning Authority in writing. Details are to include rain water goods, soffits , mortar mix and brick bond. Works shall then be undertaken in accordance with the materials as approved.**

Reason: To ensure a satisfactory appearance to the development and to safeguard the character and appearance of this heritage asset and in compliance with Core Strategy policies CS12 and CS27.

- 4 No development shall take place until full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details 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;**
- **trees to be retained and measures for their protection during construction works;**
- **proposed finished levels or contours;**
- **car parking layouts and other vehicle and pedestrian access and circulation areas;**
- **minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc);**
- **proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc, indicating lines, manholes, supports etc);**
- **retained historic landscape features and proposals for restoration, where relevant.**

**The approved landscape works shall be carried out prior to the first occupation of the development hereby permitted.**

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area.

- 5 The plans and particulars submitted in accordance with condition 4 above shall include details of the size, species, and positions or density of all trees to be planted, and the proposed time of planting.**

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area.

- 6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or re-enacting that Order with or without modification) the dwelling hereby permitted shall not be enlarged/alterd under the provisions of Schedule 2 Part 1 Classes A, C or E of that Order.**

Reason: To enable the local planning authority to retain control over the development in the interests of safeguarding the residential and visual amenity of the locality and to avoid visual intrusion, loss of sunlight and daylight and the loss of privacy to the neighbouring properties Numbers 1,2 and 8 William Street in accordance with adopted Core Strategy Policy CS12.

- 7 No development shall take place until full joinery details for the windows , external door and roof lights have been submitted to and approved by the Local Planning Authority in writing. Details shall include scaled drawings of the windows and doors at a scale of 1:10 (or 1:20 as appropriate), with cross sectional views (horizontal and vertical) shown in relation to the surrounding fabric along drawings showing the details of the moulding and glazing bars shown at 1:1**

**scale. The installation of windows and external doors shall then be undertaken in accordance approved designs.**

Reason: To ensure a satisfactory appearance to the development and to safeguard the character and appearance of this heritage asset and in compliance with Core Strategy policies CS12 and CS27.

- 8 Prior to the commencement of the development hereby permitted a Phase I Report to assess the actual or potential contamination at the site shall be submitted to and approved in writing by the local planning authority. If actual or potential contamination and/or ground gas risks are identified further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.**

For the purposes of this condition:

A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.

A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.

A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.

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

- 9 Before development commences, additional layout plans, drawn to an appropriate scale, must be submitted and approved in writing by the Local Planning Authority, which clearly demonstrate how refuse is to be collected from the site. The approved facilities shall then be provided before the development is first brought into use and they shall thereafter be permanently retained unless otherwise agreed in writing with the local planning authority.**

Reason: The above condition is required to ensure that refuse collection does

not have a significant adverse effect on the safety and efficiency of the highway and to ensure that compliance with standards in 'Roads in Hertfordshire – highway design guide' is achievable at all times and to accord with adopted Core Strategy Policy CS9.

- 10 **The development hereby permitted shall be carried out in accordance with the following approved plans/documents:**  
**Planning Statement**  
**Drawing No. DPL/15/36-1**  
**Drawing No. DPL/15/36-sk1**

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

#### NOTE 1: ARTICLE 35 STATEMENT

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance.

The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

#### **Highway Informatives**

Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

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