

ITEM NUMBER: 5b

24/01740/MFA	The demolition of existing structures and redevelopment for E(g)(iii) Industrial Processes, B2 General Industrial and B8 Storage and Distribution Uses (applied flexibly) with hard and soft landscaping, servicing and associated works.	
Site Address:	Hemel One, Boundary Way, Hemel Hempstead, Hertfordshire, HP2 7YU	
Applicant/Agent:	C/O Agent	Mr Edward Jones
Case Officer:	Kirsty Shirley	
Parish/Ward:	Hemel Hempstead (No Parish)	Adeyfield East
Referral to Committee:	Large scale major application subject to a proposed Section 106 agreement as defined in the Council's constitution	

1. RECOMMENDATION

- 1.1. That planning permission is **DELEGATED** with a **VIEW TO APPROVAL** subject to **completion of a S106 Planning Agreement** to secure Biodiversity Net Gain and appropriate contributions for a Travel Plan and Maylands Urban Realm Infrastructure and to satisfactorily overcoming the objections of the LLFA.

2. SUMMARY

- 2.1 The proposed development would be suitable within this location and in accordance with Core Strategy Policies CS1, CS4, CS14, CS15, CS34, Saved Policy 125 of the Local Plan and the Maylands Masterplan.
- 2.2 The development would be acceptable in terms of its design, massing, height, use of materials and appearance, and would not harmfully detract from the character and appearance of the area in accordance with Core Strategy Policies CS11 and CS12.
- 2.3 The development would not result in adverse harm to the local highway network and would provide an acceptable under provision of on-site car parking at this site due to an evidenced Travel Survey alongside the sustainable location of the site.

3. SITE DESCRIPTION

- 3.1 Hemel One comprises a four storey office building of approximately 25,500 sqft and provides a range of high quality air conditioned office suites between 1,500 and 11,685 sqft in size. A café/restaurant facility is located within the building and the site has an associated 157 space surface level car park to the north, east and west.
- 3.2 The site is predominantly hard standing in nature however the building footprint represents a modest site coverage. There are pockets of landscaping to the south and west of the building with a landscaping buffer along Boundary Way and the south of the Site. A number of individual trees are located throughout the car parking area including in land subject to a Tree Preservation Order TPO, however these are disconnected from the wider green infrastructure network.
- 3.3 The existing office is sited within the 'inner' Consultation zone for the Buncefield Oil Depot and an office proposal of the size that exists in this location is contrary to HSE guidance. While other offices relocated following the Buncefield explosion, Hemel One remained.

4. PROPOSAL

- 4.1 The proposed development is for the demolition of existing structures and redevelopment for E(g)(iii) Industrial Processes, B2 General Industrial and B8 Storage and Distribution Uses (applied flexibly) with hard and soft landscaping, servicing and associated works.
- 4.2 The developments consists of redeveloping the site for mixed use employment including E(g)(iii) light industrial, B2 manufacturing and B8 storage and distribution.
- 4.3 The proposal would erect a single commercial unit with a total floorspace of approximately 8,966sqm Gross External Area (GEA) to the west of the site, with a service yard for 10 HGV loading bays to the east of the site and car parking to the south of the site.
- 4.4 The design and layout of the building has been influenced by the Health and Safety Executive Guidance regarding the Buncefield Oil Terminal, due to consultation zones restricting certain forms of development.
- 4.5 The application site is accessed via Boundary Way and the development would utilise the existing bellmouth access. The development does not include any new or altered vehicle highway access nor any specific highway works.

5. PLANNING HISTORY

Relevant Planning Applications

4/03597/15/DRC - Details as required by condition 17 (approved plans) attached to planning permission 4/02047/14/MFA (construction of a two-storey private healthcare clinic, providing daycare facilities (consult/exam rooms, treatment rooms, imaging and dental treatment) a
WDN - 17th December 2015

4/01359/12/DRC - Details of a green travel plan as required by condition 3 of planning permission 4/02017/10 (reconfiguration of surface car parking area with associated cycle parking and landscaping)
GRA - 25th September 2012

4/02241/11/DRC - Details of hard and soft landscaping works as required by condition 2 of planning permission 4/02017/10/mfa (reconfiguration of surface car parking area with associated cycle parking and landscaping)
GRA - 15th February 2012

4/01887/11/VOT - Construction of two office (b1) buildings and three storage and distribution (b8) buildings and associated parking - variation of time limit to planning permission 4/01589/08/moa
GRA - 12th January 2012

4/01797/11/ROC - Variation of condition 4 (flood risk assessment and drainage statement) of planning permission 4/02017/10 (reconfiguration of surface car parking area with associated cycle parking and landscaping)
GRA - 25th November 2011

4/02017/10/MFA - Reconfiguration of surface car parking area with associated cycle parking and landscaping
GRA - 31st January 2011

4/01589/08/MOA - Construction of two office (b1) buildings and three storage and distribution (b8) buildings and associated parking

GRA - 24th October 2008

4/02593/06/DRC - Details of site contamination investigations as required by conditions 3 & 4 of planning permission 4/01488/06 (replacement of existing substation unit with enlarged substation following damage from Buncefield explosion)

GRA - 21st December 2006

4/01488/06/FUL - Replacement of existing substation unit with enlarged substation following damage from Buncefield explosion

GRA - 30th August 2006

4/01272/05/ROC - Office development (renewal)

GRA - 11th February 2008

4/00859/99/FUL - Office development

GRA - 20th September 2000

4/01386/96/RES - Sub details pursuant to conds. 1 & 2 of p/p 4/0259/96 erection of 9,285 sqm of b1 (business) use and 372 car parking spaces

GRA - 19th December 1996

4/00450/96/FUL - Extension to office building

GRA - 9th May 1996

6. CONSTRAINTS

Area Action Plan Boundary: East Hemel Hempstead AAP

CIL Zone: CIL3

Former Land Use (Risk Zone):

General Employment Area: Maylands, Hemel Hempstead

General Employment Area: Maylands, Hemel Hempstead

HSE Consultation Zone: Haz. Subst. Buffer

Parish: Hemel Hempstead Non-Parish

RAF Halton and Chenies Zone: Green (15.2m)

Parking Standards: New Zone 3

EA Source Protection Zone: 3

Town: Hemel Hempstead

Tree Preservation Order: 283, Details of Trees: T2 Oak TPO 458 2007 ALSO ON SITE

Tree Preservation Order: 283, Details of Trees: T1 Oak TPO 458 2007 ALSO ON SITE

Tree Preservation Order: 458, Details of Trees: T1 Oak TPO 283 1996 ALSO ON SITE

Tree Preservation Order: 458, Details of Trees: T2 Ash TPO 283 1996 ALSO ON SITE

Tree Preservation Order: 283, Details of Trees: T4 Oak TPO 458 2007 ALSO ON SITE

Tree Preservation Order: 283, Details of Trees: T5 Field Maple TPO 458 2007 ALSO ON SITE

Tree Preservation Order: 283, Details of Trees: T6 Field Maple TPO 458 2007 ALSO ON SITE

Tree Preservation Order: 283, Details of Trees: T3 Ash TPO 458 2007 ALSO ON SITE

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (2023)
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Core Strategy policies:

NP1 - Supporting Development
CS1 - Distribution of Development
CS4 - The Towns and Large Villages
CS8 - Sustainable Transport
CS9 - Management of Roads
CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS13 – Quality of Public Realm
CS14 - Economic Development
CS15 - Offices, research, Industry, Storage, Distribution
CS28 – Carbon Emission Reductions
CS29 - Sustainable Design and Construction
CS30 – Sustainability Offsetting
CS31 - Water Management
CS32 - Air, Soil and Water Quality
CS34 – Maylands Business Park
CS35 - Infrastructure and Developer Contributions

Local Plan policies:

Policy 31 – General Employment Areas
Policy 51 – Development and Transport Impacts
Policy 99 – Preservation of Trees, Hedgerows and Woodlands
Policy 100 – Tree and Woodland Planting
Policy 113 – Exterior Lighting
Policy 125 – Hazardous Substances
Policy 129 – Storage and Recycling of Waste on Development Sites

Supplementary Planning Guidance/Documents:

Environmental Guidelines
Parking Standards SPD (Nov 2020)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Place and Movement Planning and Design Guidance (2024)
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)
Water Conservation Energy Efficiency and Conservation
Planning Obligations (2011)
HSE Planning Advice

Maylands Masterplan (2007)

9. CONSIDERATIONS

Main Issues

The main issues to consider are:

The policy and principle justification for the proposal;
The quality of design and impact on visual amenity;
The impact on amenity of surrounding properties;
The impact on highway safety and car parking.

Principle of Development

- 9.1 Adopted Core Strategy (2013) policy CS14 sets out sufficient land will be allocated to accommodate economic growth and accommodate approximately 10,000 new jobs between 2006 – 2031, and the Core Strategy also sets out most employment will be located in General Employment areas in accordance with CS1 and CS4
- 9.2 Hemel Hempstead is identified as the main location and focus for economic development through the regeneration of the Maylands Business Park and town centre. The site falls within the Maylands General Employment Area (GEA). The table in Saved Local Plan Policy 31 states that the proposed employment uses in this GEA are business, industry, storage and distribution. 9.4 In 2007, the Council adopted the Maylands Master Plan as a planning policy statement, for use in determining planning applications and reviewing the Local Plan. The application site is within the 'The Service Centre' character area and the guidance for this area includes the following:
- 1. The Service Centre includes three areas; land known as Swallowdale; land south and south west of Buncefield; and land north of Buncefield, which includes land south of Punch Bowl Lane in St. Albans District.*
 - 2. They currently include storage, distribution and warehousing. This use is expected to continue. A strip of land between Boundary Way and Buncefield Lane was an office location affected by the Buncefield explosion: this land may be converted to storage, distribution and warehousing*
 - 3. Other small scale employment uses, such as office and industry, should be limited to Swallowdale in the future. A lorry park, with access to the new relief road, is proposed. The large expanse of roofs in the service centre offer opportunities for renewable energy generation. New buildings can take advantage of decentralised heating systems or CHP.*
- 9.3 Core Strategy Policy CS15 (offices, research, industry, storage and distribution) protects GEAs for B-class use. More detailed guidance on the Maylands Business Park is provided in Core Strategy Policy CS34 and Figures 18 and 22 of the Core Strategy. In particular, Figure 18 states that the Service Centre is expected to continue to offer a mix of storage, distribution and warehousing.
- 9.4 Saved Local Plan Policy 125 advises development proposals adjoining existing hazardous installations or sites where hazardous substances are present will be modified or refused so as to take fully into account the advice given by the Health and Safety Executive.

- 9.5 The proposed development consists of redeveloping the site for mixed use employment including E(g)(iii) light industrial, B2 manufacturing and B8 storage and distribution. The proposed development would erect a single commercial unit with a total floorspace of approximately 8,966sqm Gross External Area (GEA), located in the west portion of the site. This is broken down into 8,140sqm at ground floor, with 825sqm at first floor, consisting of ancillary office floorspace facing out onto Boundary Way (the majority of the office is located within the less restrictive 'Middle' Consultation Zone).
- 9.6 The unit proposed would be up to 12.5m to the underside of the haunch, which would represent an external height of approximately 16.1m.
- 9.7 To the east of the unit would be the service yard and 10 HGV loading bays. An element of the service yard is located within the 'Development Proximity Zone' (DPZ) where the strictest HSE guidelines on occupation applies and so this area would be used for turning and manoeuvring of vehicles accessing the loading bays. The side from the northern loading bay which is partially within the DPZ, the rest of the loading bays would be located outside of the DPZ and within the Inner Consultation Zone.
- 9.8 Following the Buncefield explosion in 2005, the application site location is not considered to be an appropriate office location due to it being within the inner zone of the Buncefield Oil Terminal COMAH Zones. The office has been located within the application site since before the Buncefield Oil Terminal explosion, and under the now established HSE guidance, a newly developed office building of this size and in this location would not be supported by the HSE given the sites key location within the Maylands General Employment area, but locality to Buncefield, a balance between what is acceptable against the HSE Land Use Planning Guidance and the wider needs to be struck. Section 2.5.7 of the Maylands Masterplan supports the long term strategy for this area to become part of the 'Service Centre' where E(g)(iii), B2 and B8 uses are all supported. It is considered that the proposal would align with the aims of the Maylands Masterplan (2007), Core Strategy (2013), Dacorum Local Plan (2004) and National Planning Policy Framework (2023).

Buncefield Oil Terminal

- 9.9 The site is a former land use, and therefore subject to potential contamination that may need to be remediated in accordance with Policy CS32 if development takes place.
- 9.10 The proposed development site lies within the consultation distance for the Health and Safety Executive (HSE) due to its proximity to a major hazard site, the Buncefield Terminal. The Buncefield Terminal site is a large-scale petrol storage site.
- 9.11 An explosion at the Buncefield Oil Terminal on the 11th December 2005 caused significant damage to a number of buildings within close proximity to the Hemel One building and resulted in HSE introducing and revising a number of exclusion and consultation zones around the terminal buildings and tanks.
- 9.12 Part of the application site lies within the Development Proximity Zone (DPZ), inner and middle zone of the major hazard site, though the application site is located mostly within the inner and middle consultation zone of the Buncefield Terminal.
- 9.13 When a proposed development lies within more than one consultation zone of a major hazard, according to HSE's LUP methodology, the straddling (or 10%) rule will be applied to determine which zone the whole development should be treated as lying within. In this case, as more than 10% of the warehouse is located within the inner zone, then the proposed development is deemed to be located within the inner zone.

Inner Zone

- 9.14 Within HSE's LUP methodology the warehouse and the offices would be classed as the development type DT1.1 'workplaces'. HSE would not advise against the granting of planning permission as long as each building located within the inner zone provides for less than 100 occupants and has less than 3 occupied storeys.
- 9.15 The proposed warehouse and office would have 3 storeys, with the second floor of the building to be used as a plant room.
- 9.16 Car parking for the development predominantly falls within the inner zone of the Buncefield terminal and HSE does not advise against this type of development located within the inner zone of the consultation zones

Development Proximity Zone (DPZ)

- 9.17 When HSE is consulted on a proposal for a development within the DPZ, it will advise against all uses or activities proposed within the DPZ which do not meet the definition of Not Normally Occupied in the Semi Permanent Circular (SPC). Developments which meet the Not Normally Occupied Criteria include parking areas with no associated facilities, storage facilities and minor transport links.
- 9.18 Within the DPZ of Buncefield Oil Terminal there is a service yard and some car parking. There are no associated facilities for staff located within the DPZ. The service yard and parking area would meet the Not Normally Occupied criteria as there are no associated structures, recreational areas or facilities for HGV drivers within the DPZ area.
- 9.19 HSE have commented that they do not advise against the granting of planning permission for the development. This is on the basis that there are no structures recreational areas or facilities for HGV drivers within the area of the parking area and service yard within the Development Proximity Zone; there would be only two occupied storeys in the warehouse building (the 3rd storey could be a plant room where occasional maintenance would occur); the north-eastern part of the warehouse that falls within the Development Proximity Zone shall be only for storage and shall meet the 'not normally occupied' criteria of no more than 3 workers being present at one time; and the total time for persons to be in the Development Proximity Zone should not exceed 2 hrs in any 24 period. The total time for persons to be in the Development Proximity Zone can be secured by condition.

Contamination

- 9.20 The Council's Environmental Health team have commented that there is a requirement for the applicant to undertake further assessment of the potential for land contamination to impact the proposed development. The details of potential land contamination can be secured by condition to ensure the development does not present an unacceptable risk, or that any unacceptable risk is understood and can be managed to ensure that the proposed development is safe and suitable for its intended use.

Quality of Design / Impact on Visual Amenity

- 9.21 Chapter 12 of the Framework emphasises the importance of good design in context and, in particular, paragraph 139 states that development which is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design taking into account any local design guidance and supplementary planning documents. Dacorum's Core Strategy Policies CS11 (Quality of Neighbourhood Design) and CS12 (Quality of Site Design) state that development within settlements and neighbourhoods should preserve

attractive streetscapes; integrate with the streetscape character and respect adjoining properties in terms of scale, height, bulk and materials.

- 9.22 Policy CS34 is specifically related to the Maylands Business Park and requires new development to contribute to the achievement of use, movement and design principles. Proposals must also support the character zones identified within the Maylands Business Park, as set out in Figure 18 of the Core Strategy and Maylands Masterplan 2007.
- 9.23 Under the Maylands Master Plan 2007, guidance on design, materials, parking, access, landscaping and boundary treatments is set out at Section 2 for sites in the Service Centre. Office provision should be located at the front of the buildings with service yards to the side or rear. Importantly, the section acknowledges the ongoing (at the time of the Masterplans adoption) HSE investigation into the Buncefield Oil Depot and the need to be flexible around this.
- 9.24 The design of the building has been heavily influenced by the Health and Safety Executive Guidance regarding the Buncefield Oil Terminal, due to consultation zones restricting certain forms of development.
- 9.25 The site layout would position the HGV loading bays and servicing at the rear of the site, away from Boundary Way and other sensitive receptors, such as the One Stop Doctors to the south of the site. A parapet roof form would be featured on the proposed building which would respect the parapet roof form noted on the One Stop Doctors to the south of the site.
- 9.26 The western elevation of the building would be in line with the building to the south of the site, One Stop Doctors. The building footprint has also been set to the west of the site to align with HSE guidance and consultation zones. The office element of the building would also be positioned to the west of the site.
- 9.27 The building would be approximately 16.1m in height, which would be three storeys in height. While the current building on the site is four storeys in height with a plant room on the roof, the proposed building would have a significantly larger footprint than the current building on site, as well as considerably larger than the buildings immediately adjacent to the site. It is noted that considerably sized buildings are located within the wider Maylands business park however the scale of the development could impact the Boundary Way street scene.
- 9.28 To mitigate massing of the development, the development has utilised architectural features and a varied material palette to reduce the appearance of bulk and massing, as well as creating a development that responds proactively to the key Boundary Way elevation.
- 9.29 The proposed office is focussed towards the key Boundary Way elevation. The office sits in proximity to this boundary and provides an active frontage on the most prominent corner of the site by the use of fenestration, framing and variety in material palette. The use of full height glazing and framing on the western elevation would highlight the entrance space and create a clear sense of legibility.
- 9.30 During the course of the application it was discussed that developing the framing further would help relate the elevation to the human scale, particularly the incorporation of windows at ground floor level with addition of further verticality in the remainder of the southern elevation. Amended plans were submitted to vary the cladding colour of the horizontal aspect along the length of the feature frame in the western elevation. Using a lighter tone of colours assists in breaking up the massing of the elevation and compliments the light weight band across the top of the building in the western elevation

- 9.31 In the southern elevation, amendments to the feature frame were incorporated by adding an additional frame bay by reception, creating visual interest and further breaking up the sense of massing. The material palette along the southern elevation has also been amended to use vertical grey cladding in contrasting tones to further reduce the appearance of massing.
- 9.32 The parapet height has been stepped down across all elevations to further reduce the appearance of massing.
- 9.33 Amendments to the car parking configuration and introduction of landscaping within the car parking areas were discussed to allow opportunities to break up the hardstanding and introduce more landscaping to create a further welcoming environment. However, amendments to the current car parking layout and format results in conflicts in vehicle tracking, particularly fire tender vehicles, and so landscaping within the car parking area is not possible in this case.
- 9.34 It was also discussed that the positioning of the cycle shelters could create a tight and unwelcoming space between the cycle shelter and building. However the design of the cycle shelters are proposed to be open and include green roofs. The visually permeability of the cycle storage and landscaping enhancement would therefore not result in a tight or unwelcoming space. The landscaping and cycle shelters are discussed in greater detail later in the report.
- 9.35 The simplistic and complimentary range of material tones would respond well to contemporary design principles. Darker tones at the lower parts of the building and lighter tones to the upper parts of the building would reduce the appearance of the buildings mass. A variety of cladding also introduces different tones and textures to the building, adding visual interest. No blank walls would face towards the street and the palette of materials provides a visual cohesion whilst also providing enough contrast to highlight and focus on the key aspects of the scheme. Full details of the proposed materials can be secured by condition in the event of an approval.
- 9.36 The design of the development has been carefully considered to provide visual interest by virtue of architectural detailing and use of a variety of materials, resulting in high quality design. The design of the development would therefore be in accordance with the Maylands Master Plan (2007) Core Strategy Policies CS11, CS12 and CS34 (2013), and chapter 12 of the National Planning Policy Framework (2023).

Impact on Amenity of Surrounding Properties

- 9.37 Policy CS12 of the Core Strategy requires that development proposals should avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties.
- 9.38 There are no residential properties in the immediate vicinity to the application site. Therefore the proposals would not be considered to impact on residential amenities by reason of overbearing appearance or visual impact due the proposed scale and positioning of the development.
- 9.39 The proposed development should avoid noise and vibration nuisance to surrounding properties/premises in accordance with Policies CS12 and CS32 and Paragraph 130 (f) of the Framework. Any development proposals which could cause harm from a significant increase in pollution by virtue of noise will not be permitted.
- 9.40 One Stop Doctors (OSD) located to the south of the application site have objected to the development on the basis of the construction stage impacts, noise and vibration, air quality,

and vehicle movements and access/egress arrangements. It is noted that at present, OSD is a daytime medical practice with no overnight patient facilities.

- 9.41 In regards to the construction stage impacts, OSD states the Outline Construction Management Plan (OCMP) is missing some important details, notably in relation to demolition. However, the OCMP states that a construction management plan will be prepared. A construction management plan would be secured by condition in the event of an approval.
- 9.42 Regarding noise, a noise survey has been submitted with the application, and the Council's Environmental Health team commented with no concerns regarding noise due to the lack of residential impact. However, OSD state their application site is a noise sensitive site due to the medical use of the site and the submitted noise survey does not address noise during construction. OSD advise there are patient recovery and treatment rooms in the OSD building which face towards the application site.
- 9.43 In light of these concerns, a noise addendum has been submitted with the application.
- 9.44 The OSD does not have an overnight patient facility and as a result the premises would not be used for residential purposes and so the assessment methodology of section 1 of the BS4142 Standard would not be appropriate. An assessment under the Department of Health Specialist Services Health Technical Memorandum Acoustics HTM 08-01 would therefore be more appropriate as this provides internal acoustic design criteria for healthcare premises.
- 9.45 Noise levels associated with servicing the proposed unit have been calculated to the worst affected northeast corner of the OSD building to be LAeq,1hr 50dB, and to the northwest corner of the OSD building to be LAeq,1hr 48dB. It is expected that a façade of the OSD building with a basic closed window would provide at least LAeq,T 25dB, with a partially open standard window for ventilation to be approximately 13dB. Noise levels from servicing in this case would be around LAeq,1hr 35dB to 37 dB in the clinical rooms of the OSD, unless the OSD clinical rooms benefit from mechanical ventilation which would not rely on opening windows, then the servicing of the development would be around LAeq,1hr 23dB to 25dB internally.
- 9.46 In either case, the noise levels from servicing in the clinical rooms of the OSD would be below the lowest internal noise design criteria for clinical rooms specified in HTM 08-01. The Council's Environmental Health team have reviewed the addendum and advised they had no further comments to make on the scheme.
- 9.47 While it is acknowledged that the OSD raise concerns regarding the construction of the development, these details will be secured by condition and it should be borne in mind that the resultant construction noise would be temporary in nature.
- 9.48 In terms of Air Quality, the AQA submitted with the application anticipates considerable dust emissions and OSD have raised concerns that this is unspecified and unclear assumptions. Measures to mitigate dust can be secured by a construction management plan condition to ensure that substantial amounts of dust can be mitigated effectively.
- 9.49 OSD have commented with concerns that the proposed access arrangements could increase the risk of vehicular conflict on the access road. Impacts on highway safety have been addressed elsewhere within the report.
- 9.50 Subject to the inclusion of a construction management plan condition, it is considered that the proposed development would not have an unduly adverse impact on adjoining neighbours.

Light pollution

- 9.51 Local Plan Policy 113 states new exterior lighting will be permitted provided there is no significant or material adverse impact upon important features of urban areas.
- 9.52 The lighting scheme proposed covers all external areas surrounding the building façade including external areas to the access roads, walkways, car parking and service yards. The submitted external lighting assessment submitted with the application states all external lighting will be controlled by automatic timeclock arrangement to assist in the control of the lighting during required hours as required.
- 9.53 Details of the variety of lighting proposed is outlined within the external lighting assessment and submitted drawing 24008-MBA-EX-SP-DR-E-0001 rev PL3 demonstrates the location of each type of lighting. The height and orientation of the lighting fixtures has been designed to prevent excessive light spill. The lighting details can be secured by condition to ensure the visual character of the area is safeguarded.

Impact on Highway Safety and Parking

- 9.54 Policy CS12 of the Core Strategy requires development to provide a satisfactory means of access for all users and sufficient parking provision. The Parking Standards Supplementary Planning Document (SPD) sets out the standards expected for new development.
- 9.55 Saved Policy 51 of the Dacorum Local Plan states that the acceptability of all development proposals will always be assessed specifically in highway and traffic terms and should have no significant impact upon the nature, capacity and use of the highway network and its ability to accommodate the traffic generated by the development and the environmental and safety implications of the traffic generated by the development.

Highway Safety and Access

- 9.56 The application site is accessed via Boundary Way, which is designated as an unclassified local access road, subject to a speed limit of 30mph and is highways maintainable at public expense. Boundary Way is classed as P2/M2 (multi-function road) on Hertfordshire County Council's Place & Movement Network.
- 9.57 There is an existing bellmouth access from Boundary Way, which leads to a shared access to the application site and neighbouring sites. The proposals would utilise this existing access point and do not include any new or altered vehicle highway access nor any specific highway works.
- 9.58 The proposed private access road is to be rearranged as shown on submitted drawing H100-CMP-SI-ZZ-DR-A-00100. The existing island along the private access road is to be removed and replaced by a single arm barrier approximately 20m from the highway on Boundary Way. An acceptable level of vehicle to vehicle visibility would be retained at the access onto Boundary Way.
- 9.59 Appendix D of the Travel Statement submitted with the application includes swept path analysis / tracking plans. These plans illustrate that a 16.5m and 18.5m long HGV would be able to utilise the proposed site access arrangements in addition to using the proposed service yard, turn around on site and egress to Boundary Way and the larger wider network in forward gear. Hertfordshire Highways Authority have commented that these arrangements are considered to be acceptable. A condition securing the access, parking and turning areas has been suggested which can be included in the event of an approval.

Car Parking and Sustainable Transport Measures

- 9.60 With regards to car parking, the site is situated within Zone 3 as defined by the Parking Standards SPD. Based on 8,966sqm for a mixed B1 (now E(g)) B2 and B8, and heavily oriented to B8 use, the SPD standard is 1 car parking space per 75sqm GEA, requiring 119 car parking spaces (rounded down from 119.5). Furthermore, the floorspace for the office component would be approximately 826sqm and would require 1 space per 35 sqm GEA and therefore require 24 car parking spaces (rounded up from 23.6) spaces.
- 9.61 The SPD also requires provision of disabled spaces at the rate of 1 space per disabled employee who is a disabled motorist plus 5% of the total capacity for visitors who might be disabled motorists. Electric vehicle charging (EVC) stations should be provided at the rate of 20% active provision and a further 30% passive provision, and additional spaces for motorcycle parking at the rate of 4% of the total car parking spaces.
- 9.62 The development proposes 76 on-site car parking spaces, 17 spaces of which would benefit from active electric vehicle charging (EVC) spaces and the rest of the car parking spaces would benefit from passive EVC. The amount of active and passive EVC would exceed the minimum requirement outlined in the Council's Parking Standards and can be secured by condition.
- 9.63 Of the parking provided, 5 spaces would be for disabled motorists with 4 motorcycle spaces and 4 car share spaces.
- 9.64 The proposed total amount of car parking would represent a shortfall in car parking from the Council's Parking Standards SPD. However, a Travel Survey has been submitted which demonstrates a forecast of peak car parking demand between 0800-1100hrs of 64 vehicles. The car parking demand is therefore unlikely to exceed the quantum of car parking proposed.
- 9.65 There are existing footways on Boundary Way, which extend into the site and the proposals provide pedestrian access into the site from the highway footway. There are existing pedestrian dropped kerbs and tactile paving on either side of the bellmouth access on Boundary Way.
- 9.66 The nearest bus stops to the site are located on Boundary Way fronting the site, which is well within the normally recommended walking maximum distance of 400m and therefore there is potential for bus services to provide a convenient sustainable travel option. The nearest bus stops are served by ML1 which also provides a link to Hemel Hempstead Railway Station during the morning and evening peak.
- 9.67 Cycle shelters are proposed which would provide 40 covered and secure bicycle parking spaces. The cycle shelters would be located to the southern elevation in proximity to the entranceway for convenience and safety and would be designed to have open elevations and green roofs which would result in visually permeability and landscaping enhancement. The full details of the cycle shelters can be secured by condition.
- 9.68 The proposed parking provision reflects the accessibility of the site by other modes and the fact that the site will be supported by a site specific Travel Plan which will promote sustainable transport. Measures such as the provision of cycle parking and showers would also facilitate active travel. Car sharing spaces and dedicated parking for motorcycling are also proposed. An under provision of car parking in this location is therefore considered acceptable, and the outlined parking can be secured by condition.

Travel Plan Obligations

9.69 A Framework Travel Plan has been submitted as part of the application to support the promotion and maximisation of sustainable travel options to and from the site and to ensure that the proposals are in accordance with Hertfordshire's Local Transport Plan and the National Planning Policy Framework (NPPF). Hertfordshire Highways Authority have commented that the submitted travel plan is considered to be generally acceptable for this stage of the application, however a full Transport Plan will need to be secured via a Section 106 planning obligation. Developer contributions of £6000 (index-linked RPI March 2014) are sought via a Section 106 Agreement towards supporting the implementation, processing and monitoring of a full travel plan including any engagement that may be needed.

Refuse and Recycling

9.70 The Council's Refuse Storage Guidance Note (2015) states that refuse and recycling collection points should be located so that operatives should have to walk no further than 25m from the truck to the collection point. In addition, the refuse and recycling storage area should be located no more than 25m from the collection point.

9.71 At present, an end occupier is unknown and therefore precise waste requirements are not yet known. However, the site plan drawing submitted with this application demonstrates a refuse area to the south of the site.

9.72 The area can accommodate large bins associated with a development of this type and aid the collection of separated recycling and general waste.

Lead Local Flood Authority

9.73 While the application site is located within Flood Risk Zone 1, given the scale of development the Lead Local Flood Authority (LLFA) have been consulted for comment.

9.74 The LLFA have objected to the development on the basis of the absence of an acceptable Flood Risk Assessment and Drainage Strategy relating to the impacts of flooding on the development; the proposed sustainable urban drainage scheme likely to increase the risk of flooding elsewhere; and the development failing to comply with the NPPF, PPG or local policies due to lack of design information to sufficiently address increase of flood risk elsewhere.

9.75 The applicant has prepared further information as outlined in the LLFA's response to address the LLFA's concerns.

9.76 The LLFA have been reconsulted for their view following the submission of the additional information but have not yet provided a response at the time of writing this report. A verbal update will be provided during the committee meeting.

Sustainable Design and Construction

9.77 All new development should be consistent with the principles of sustainable design as set out in Policies CS29, CS30 and CS31 of the Core Strategy and saved Policy 129 of the saved local plan, together with Supplementary Planning Documents for Energy Efficiency and Conservation, and Water Conservation. Policy CS29 is particularly relevant together with the Sustainable Development Checklist and advice note.

9.78 An energy and sustainability strategy has been submitted with this application, outlining key measures to meet the applicants' ambitions to minimise CO² emissions, maximise the energy

efficiency performance of the building fabric, achieve an EPC rating of A+ and a BREEAM rating of 'Excellent'. The submitted design and access statement states several sustainable features are proposed such as solar panels, water efficient sanitary ware, and energy efficient lighting, heating and cooling systems.

9.79 Full details of proposed sustainability measures can be secured by condition.

Biodiversity Net Gain and Landscaping

9.80 Policy CS26 states that development and management action will contribute towards the conservation and restoration of habitats and species; the strengthening of biodiversity corridors; the creation of better public access and links through green space; and a greater range of uses in urban green spaces. Policy CS29 seeks to ensure that development minimises impacts on biodiversity and incorporates positive measures to support wildlife.

9.81 Paragraph 180 (a) of the NPPF advocates a hierarchical approach to biodiversity mitigation – the principle that on-site biodiversity loss should be avoided, mitigated and, as a last resort, compensated.

9.82 An Ecological Appraisal (July 2024) and a Habitat Survey and Biodiversity Net Gain Assessment (July 2024) have been submitted to take account of the requirements for biodiversity net gain.

9.83 On the basis of the proposed landscape scheme, incorporating the proposed habitat creation and associated assumptions, the metric indicates a calculated net gain of 0.80 habitat units (representing a net increase of 14.84%) within the site. A percentage figure is not given for the net gain achieved with hedgerow planting on site as there are zero baseline units from which to calculate a % loss/gain. However, proposed hedgerow planting (0.06km of native species-rich hedgerow) has ensured that whilst unquantified in percentage terms, a significant gain in linear habitats gain will be delivered.

9.84 The scheme includes the planting of 0.327ha of other neutral grassland, predominantly within the south eastern portion of the Public Open Space, and forms an enhanced wildlife corridor with the wider landscape to the east. The largest gains within the Biodiversity Metric are from the establishment of these proposed areas of other neutral grassland (delivering 1.65 biodiversity units) and proposed urban tree planting – 100 standard individual specimens (delivering 0.24 biodiversity units).

9.85 On the basis of the assumptions set out, the metric identifies that a calculated biodiversity net gain substantially in excess of 10% can be achieved in habitat units under the proposals.

9.86 Furthermore, additional biodiversity benefits can be provided by faunal enhancements, for example through the provision of new bat and bird boxes. Such faunal enhancements are not quantified under the Metric as this deals with habitats alone and does not address faunal benefits. The ecological report submitted with the application recommends reasonable enhancements for bats, birds and invertebrates. These should be shown on a Species Enhancement Plan which will be secured by condition in the event of an approval.

9.87 Hertfordshire Ecology have commented on the application that the application can be determined with the relevant conditions and informatives included.

9.88 Whilst the biodiversity gain condition is a post determination matter, the present information and habitat opportunity within the outline landscaping plan allows the Council reasonable confidence that the general Biodiversity Condition will be discharged. The Biodiversity Net

Gain Plan should be prepared in accordance with the approved metric and this will be secured by condition.

- 9.89 In terms of landscaping, the location of soft landscaping has been demonstrated within the site in the form of trees, shrub and grassland planting to the east, south and west of the site.
- 9.90 The Council's Trees and Woodlands team have commented that while the number of trees intended to be removed from the site is high, a very high proportion of these trees are young, of low quality and positioned within a car park setting. Trees in this environment rarely thrive in this harsh planting environment and the trees are all of low amenity value.
- 9.91 The removal of tree T81 is of moderate quality though its location is problematic for future use and so its removal is not contested. While trees T90-92 are of low quality, their retention is welcomed as their presence will soften the appearance of the car park.
- 9.92 The existing strip of land containing TPO trees would be unaffected by the proposals.
- 9.93 Retained trees will require protecting during the course of the development and a Tree Protection Plan can be secured by condition.
- 9.94 It is important to plant the right species of tree in the right place to ensure that future growth is accommodated within the proposed development layout, and to avoid potential conflict between trees and structures or parked cars. Species information alongside planting locations, planting sizes and maintenance regimes has not been submitted with this application, however this information can be secured by condition.

Maylands Urban Realm Infrastructure

- 9.95 A Maylands Urban Realm Improvement (MURI) contribution is requested for all applications which are within Maylands Business Park. The purpose of the MURI contribution is to improve the public realm in the area to help people working in, living in and visiting the area to access and move more easily within the area by walking and cycling. The improvement specification also aims to improve the visual appeal of the area to make it an attractive business park.
- 9.96 The applicant has agreed in principle to a MURI contribution, however, confirmation of the contribution sought is to be confirmed. An update will be provided at the meeting.

Planning Obligations

- 9.97 The requirement for new development to provide contributions towards the provision of on-site, local and strategic infrastructure required to support the development is set by Core Strategy Policy CS35 – Infrastructure and Developer Contributions.
- 9.98 As discussed within the report, the following obligations would be captured via a Section 106 Agreement if the application is approved.

Matter	Contribution	Comments and Triggers
Travel Plan	£6,000 Travel Plan Contribution	Financial contribution towards the cost of implementation, processing and monitoring of the Travel Plan for five years.

		Trigger: prior to occupation/first use of the development.
Maylands Urban Realm Improvements (MURI)	TBC wayfinding/signage improvements	Financial contribution to address cumulative impacts of development for active and sustainable transport networks. Trigger: prior to occupation/first use of the development.
Biodiversity Net Gain	14.84% increase in habitat units Increase in hedgerow units (percentage not applicable due to 0 baseline units)	Requirement for a Biodiversity Management Plan to capture habitat retention, restoration, enhancement and/or creation. Trigger: prior to commencement and to be managed for 30 years.

10 CONCLUSION

- 10.1 The development would replace the existing office that is sited within the 'inner' Consultation zone for the Buncefield Oil Terminal. An office proposal of the size that exists in this location is now contrary to HSE guidance following the Buncefield Oil Terminal explosion.
- 10.2 The proposed development would be within key location of the Maylands General Employment area, and the proposal would align with the aims of the Maylands Masterplan.
- 10.3 The development would bring a high quality scheme to the area without causing harm to the appearance of the area, the amenities of adjoining occupiers or adverse impacts to the safety and operation of the highway.
- 10.4 The development is therefore considered to be in accordance with the aforementioned local and national planning policies

11 RECOMMENDATION

- 11.1 That planning permission is **DELEGATED** with a **VIEW TO APPROVAL** subject to the completion of a legal agreement to secure Biodiversity Net Gain and appropriate contributions for the Travel Plan and Maylands Urban Realm Infrastructure and subject to satisfactorily addressing the LLFA objection.

Conditions and Reasons:

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

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

- 2. The development granted by this notice must not begin unless a Biodiversity Gain Plan has been submitted to and approved in writing by the planning authority. The development shall thereafter be carried out in accordance with the approved Plan. Advice about how to prepare a Biodiversity Gain Plan and a template can be found at <https://www.gov.uk/guidance/submit-a-biodiversity-gain-plan>.**

Reason: To ensure that the development provides biodiversity net gain in accordance with Policy CS26 of the Dacorum Borough Core Strategy (2013) and Paragraph 180 of the National Planning Policy Framework (2023). These details are required prior to commencement to ensure that the ecological and biodiversity enhancements can be achieved before construction works begin.

- 3. Prior to the commencement of development hereby approved, a Species Enhancement Plan for bats, birds and invertebrates shall be submitted to and approved in writing by the LPA. This should show the location, number and type of enhancement and how their biodiversity value will be sustained over time. The Species Enhancement Plan should also be informed by the lighting strategy and the ecological report by the Ecological appraisal By Aspect Ecology July 2024. All approved features shall be installed prior to first occupation of the dwelling and be maintained and retained thereafter.**

Following completion of the dwelling and prior to their first occupation, a report from an appropriately qualified ecologist confirming that all the proposed features have been installed as per previously agreed specifications and locations together with photographic evidence shall be submitted to and approved in writing by the LPA.

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

- 4. Prior to the commencement of development hereby approved, an Arboricultural Method Statement and Tree Protection Plan prepared in accordance with BS5837:2012 (Trees in relation to design, demolition and construction) setting out how trees shown for retention shall be protected during the construction process, shall be submitted to and approved by the Local Planning Authority. No equipment, machinery or materials for the development shall be taken onto the site until these details have been approved. The works must then be carried out according to the approved details and thereafter retained until completion of the development.**

Reason: In order to ensure that damage does not occur to trees and hedges during building operations in accordance with saved Policy 99 of the Dacorum Borough Local Plan (2004), Policy CS12 of the Dacorum Borough Core Strategy (2013) and Paragraph 180 of the National Planning Policy Framework (December 2023).

- 5. A) No development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:
 - i. A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;**
 - ii. The results from the application of an appropriate risk assessment methodology.****

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

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

- i. All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.**
- ii. A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.**

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

6. Any contamination, other than that reported by virtue of Condition 5 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

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

7. No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan shall include details of:

- a) Construction vehicle numbers, type;**
- b) Access arrangements to the site;**
- c) Traffic management requirements**
- d) Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);**
- e) Siting and details of wheel washing facilities;**
- f) Timing of construction activities (including delivery times and removal of waste)**
- g) Measures to mitigate dust**

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

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

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

- 9. No construction of the superstructure shall take place until details of proposed sustainability measures within the development shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.**

Reason: To ensure the sustainable development of the site in accordance with the aims of Policies CS28 and CS29 of the Dacorum Borough Core Strategy (2013), the Sustainable Development Advice Note (2016) and Paragraphs 159 and 162 of the National Planning Policy Framework (December 2023).

- 10. No construction of the superstructure shall take place until full details of the soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include a planting scheme with the number, size, species and position of trees, plants and shrubs.**

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

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

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

- 11. Prior to the first use of the development hereby permitted the proposed access, parking and turning areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plans and retained thereafter available for that specific use.**

Reason: To ensure permanent availability of the parking / manoeuvring areas and to ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

- 12. Within one month of substantially completing the development, active Electric Vehicle Charging Points and associated infrastructure shall be provided for 17 car parking spaces shown in approved drawing H100-CMP-SI-ZZ-DR-A-00100 and shall be permanently retained thereafter.**

Reason: To ensure that adequate provision is made for the charging of electric vehicles in accordance with Policies CS8, CS12 and CS29 of the Dacorum Borough Core Strategy (2013) and the Car Parking Standards Supplementary Planning Document (2020)

- 13. Within one month of substantially completing the development, passive Electric Vehicle Charging provision shall be constructed / installed as part of the development on all other car parking spaces that do not have active Electric Vehicle Charging provision. The passive Electric Vehicle Charging provision shall remain permanently retained thereafter.**

Reason: To ensure that adequate provision is made for the charging of electric vehicles in accordance with Policies CS8, CS12 and CS29 of the Dacorum Borough Core Strategy (2013) and the Car Parking Standards Supplementary Planning Document (2020)

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

Reason: To provide for alternative modes of transport, having regard to Policy CS8 of the Dacorum Borough Core Strategy (2013) and Paragraph 110 (d) of the National Planning Policy Framework (December 2023).

- 15. The total time for persons to be in the Development Proximity Zone should not exceed 2 hours in any 24 hour period.**

Reason: In the interests of safety from hazards and risks due to the possible presence of hazardous substances that require hazardous substances planning consent.

- 16. The external lighting details shall be carried out in accordance with the submitted details within the External Lighting Assessment report (July 2024) and shown on approved drawing 24008-MBA-EX-SP-DR-E-0001 rev PL3 within one month of substantially completing the development.**

Reason: To ensure satisfactory appearance to the development and to safeguard the visual character of the area in accordance with Local Plan Policy 113 (2004) and Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013)

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

24008-MBA-EX-SP-DE-E-0001 rev PL3
H100-CMP-SI-ZZ-DR-A-00030 rev PL1
40168-BGL-XX-XX-DR-C-00210 rev P03
H100-CMP-U1-00-DR-A-00100 rev PL1
H100-CMP-U1-00-DR-A-00120 rev PL1
H100-CMP-U1-01-DR-A-00101 rev PL1
H100-CMP-U1-02-DR-A-00102 rev PL1
H100-CMP-U1-02-DR-A-00122 rev PL1
H100-CMP-SI-ZZ-DR-A-00100 rev PL1
H100-CMP-U1-RL-DR-A-00103 rev PL1
H100-CMP-SI-ZZ-DR-A-00250 rev PL1
H100-CMP-U1-ZZ-DR-A-00250 rev PL1
H100-CMP-SI-ZZ-DR-A-00101 rev PL1
H100-CMP-U1-ZZ-DR-A-00200 rev PL2
H100-CMP-U1-ZZ-DR-A-00201 rev PL2

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

INFORMATIVES

1. Article 35

Planning permission has been granted for this proposal. Advice given to the applicant at the pre-application stage has been followed. The Council has therefore acted pro-actively

in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015

2. Working Hours Informative

Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.

As a guideline, the following hours for noisy works and/or deliveries should be observed: Monday to Friday, 7.30am to 5:30pm, Saturday, 8am to 1pm, Sunday and bank holidays - no noisy work allowed.

Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to Environmental and Community Protection Team ecp@dacorum.gov.uk or The Forum, Marlowes, Hemel Hempstead, HP1 1DN. Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.

Works audible at the site boundary outside these hours may result in the service of a Notice restricting the hours as above. Breach of the notice may result in prosecution and an unlimited fine and/or six months imprisonment.

3. Construction Dust Informative

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

4. Waste Management Informative

Under no circumstances should waste produced from construction work be incinerated on site. This includes but is not limited to pallet stretch wrap, used bulk bags, building materials, product of demolition and so on. Suitable waste management should be in place to reduce, reuse, recover or recycle waste product on site, or dispose of appropriately.

5. Invasive and Injurious Weeds Informative

Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at <https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants>

6. Protected Species

If European Protected Species (EPS), including bats and great crested newts, or evidence for them, are discovered during the course of works, work must stop immediately, and advice sought on how to proceed lawfully from an appropriately qualified and experienced Ecologist or Natural England to avoid an offence being committed.

To avoid the killing or injuring of wildlife during development, best practice should keep any areas of grass as short as possible and any longer, ruderal vegetation should be cleared by hand. To avoid creating refugia that may be utilised by wildlife, materials should be carefully stored on-site on raised pallets and away from the boundary habitats. Any

trenches on site should be covered at night or have ramps to ensure that any animals that enter can safely escape, and this is particularly important if excavations fill with water. Any open pipework with an outside diameter greater than 120mm must be covered at the end of each working day to prevent animals entering / becoming trapped.

In order to protect breeding birds, their nests, eggs and young, demolition or vegetation clearance should only be carried out during the period October to February inclusive. If this is not possible then a pre-development (i.e. no greater than 48 hours before clearance begins) search of the area should be made by a suitably experienced ecologist. If active nests are found, then works must be delayed until the birds have left the nest or professional ecological advice taken on how best to proceed.

7. Contamination

Materials or conditions that may be encountered at the site and which could indicate the presence of contamination include, but are not limited to:

Soils that are malodorous, for example a fuel odour or solvent-type odour, discoloured soils, soils containing man-made objects such as paint cans, oil/chemical drums, vehicle or machinery parts etc., or fragments of asbestos or potentially asbestos containing materials. If any other material is encountered that causes doubt, or which is significantly different from the expected ground conditions advice should be sought.

In the event that ground contamination is encountered at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority with all works temporarily suspended until a remediation method statement has been agreed because, the safe development and secure occupancy of the site lies with the developer.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Hertfordshire Ecology	<p>The demolition of existing structures and redevelopment for E(g)(iii) Industrial Processes, B2 General Industrial and B8 Storage and Distribution Uses (applied flexibly) with hard and soft landscaping, servicing and associated works. 24/01740/MFA Hemel One Boundary Way Hemel Hempstead Hertfordshire HP2 7YU</p> <p>Overall Recommendation: Application can be determined with Conditions and Informatives listed</p> <p>Summary of Advice:</p> <ul style="list-style-type: none"> o There is sufficient information on European Protected Species (bats) to allow determination. o Mitigation measures out lined in the Ecological reports listed below should be secured by Condition. o A Species Enhancement Plan) should be secured by Condition. o The submitted metric demonstrates a net gain in excess of 10%. o Onsite BNG should be considered a significant enhancement and secured by condition or legal agreement. o The Use of a HMMP should be secured by Condition.

o The use of the approved metric to prepare the Net gain Plan should be secured by Condition.

Supporting documents:

I have made use of the following documents in providing this advice:

- o Ecological appraisal By Aspect Ecology July 2024
- o Landscape GA Plan (Stantec UK Limited Drawing No. RG-LD-100 Rev P2, dated 18/06/2024
- o Statutory Metric PDF copy assessment date 24 July 2024
Version vfl

ECOLOGICAL IMPLICATIONS

Thank you for consulting this office on the above application.

Habitats: The habitats on site were not demonstrated to be rare or notable by the ecological surveys with in the Preliminary Ecological Appraisal. Given the urban and limited scope of these I have no reason to doubt this conclusion.

Bats: A preliminary roost survey assessed the building to have a low roosting potential based on a limited number of access points available to bats. an Emergence survey on the 19th June 2024 found no evidence of bats but an endoscope survey carried out at the same time did find a greater roosting potential beyond these accessible gaps. A further Emergence survey on the 23rd July 2024 found no evidence of bats. Consequently, I do not consider further surveys are necessary and the general precautionary mitigation for bats (see below) is sufficient.

Protected Species: I advise the mitigation measures outlined in the section 6 of the ecological report for for hedgerows and trees, bats, badgers, hedgehogs and nesting birds should be followed and secured by Condition such as the following or similar.

o

"The Recommendations for Impact avoidance and mitigation within section 6 of the Ecological appraisal By Aspect Ecology July 2024 represent precautionary measures and best practice which should be followed to avoid the risk of harm to extant protected species."

A statutory biodiversity metric has been submitted showing an onsite net gain of 0.80 habitat units (+14.84%) and 0.40 units hedgerow units (N/A). The metric calculations meet the trading rules.

This biodiversity net gain is achieved by the creation and enhancing of various habitats such as other neutral grassland, using a flowering lawn mix for areas of modified grassland, urban trees, and a Urban - Rain garden.

Significant Onsite Enhancement: The proposed BNG is dependent on medium distinctiveness habitats being successfully created and maintained. Given the distinctiveness of these habitats and vulnerability of their loss through the maintenance of the grassland as a typical amenity lawn, I advise that the On-Site enhancements should be considered Significant and should be secured by either a Condition subject to which the planning permission is granted or a planning obligation, for at least 30 years after the development is complete. Whilst the biodiversity gain condition is a post determination matter, the present information and habitat opportunity within the outline landscaping plan allows the LPA reasonable confidence that the general Biodiversity Condition will be discharged. The Biodiversity Net

	<p>Gain Plan should be prepared in accordance with the approved metric and I advise this element is secured by Condition.</p> <p>Creating a cleaner, greener, healthier Hertfordshire Habitat Management and Maintenance Plan (HMMP): I advise the means by which the Proposed habitats will be created and enhanced (the capital works) and then managed for 30 years should be shown within a Habitat Management and Maintenance Plan (HMMP) and secured by Condition. I would also advise that the condition includes the use of the HMMP Template published by Natural England.</p> <p>Other ecological opportunities: The ecological report recommends reasonable enhancements for bats, birds and invertebrates I advise these are shown on a Species Enhancement Plan and secured by Condition. Suggested wording below:</p> <p>o</p> <p>"Prior to the commencement of development A species enhancement plan for Bats, birds and Invertebrates shall be submitted to and approved in writing by the LPA. This should show the location, number and type of enhancement and how their biodiversity value will be sustained over time. The Species Enhancement Plan should also be informed by the lighting strategy and the ecological report by the Ecological appraisal By Aspect Ecology July 2024. All approved features shall be installed prior to first occupation of the dwelling and be maintained and retained thereafter.</p> <p>Following completion of the dwelling and prior to their first occupation, a report from an appropriately qualified ecologist confirming that all the proposed features have been installed as per previously agreed specifications and locations together with photographic evidence shall be submitted to and approved in writing by the LPA."</p> <p>I trust these comments are of assistance,</p>
Strategic Planning & Regeneration (DBC)	Thank you for your email. We do not wish to comment on the application. Please ask should you have any queries.
Health & Safety Executive	<p>Land Use Planning Consultation with Health and Safety Executive Town and Country Planning (Development Management Procedure) (England) Order 2015 Planning application: 24/01740/MFA Proposal: The demolition of existing structures and redevelopment for E(g)(iii) Industrial Processes, B2 General Industrial and B8 Storage and Distribution Uses (applied flexibly) with hard and soft landscaping, servicing and associated works.</p> <p>Location: Hemel One Boundary Way Hemel Hempstead Hertfordshire HP2 7YU</p> <p>1.</p> <p>HSE is a statutory consultee for certain developments within the consultation distance of major hazard sites and major accident hazard pipelines. The proposed development site identified in planning application 24/01740/MFA lies within the consultation distance (CD) of a major hazard site, H1372, H1427, H3687 - Buncefield Terminal, Green Lane, Hemel Hempstead, HP2 7HZ. The Buncefield Terminal site is a large-scale petrol storage site.</p> <p>2.</p> <p>As the site area which has been identified in the planning application lies partially within the Development Proximity Zone (DPZ), inner and middle zone of the major hazard site this consultation has been assessed using HSE's land use planning methodology (see</p>

<https://www.hse.gov.uk/landuseplanning/methodology.htm>) and HSE Circular SPC/Tech/Gen/43 'Land use planning advice around large-scale petrol storage sites' (https://www.hse.gov.uk/foi/internalops/hid_circls/technical_general/spc_tech_gen_43/index.htm). When HSE is consulted on a proposal for a development within the DPZ, it will advise against all uses or activities proposed within the DPZ which do not meet the definition of Not Normally Occupied in the SPC. Developments which meet the Not Normally Occupied Criteria include parking areas with no associated facilities, storage facilities and minor transport links.

3.

Appendix 1 shows the 'Proposed Site Plan, H100-CMP-SI-ZZ-DR-A-00100, dated 02.05.2024 Revision PL1. Appendix 2 shows the proposed plan with the HSE consultation zones overlaid. This development is for a warehouse with an office on the first floor.

4.

The proposed development is for an 8,927 m² warehouse and office, which is located mostly within the inner and middle consultation zone of the Buncefield Terminal (this can be seen in Appendix 2). When a proposed development lies within more than one consultation zone of a major hazard, according to HSE's LUP methodology, the straddling (or 10%) rule will be applied to determine which zone the whole development should be treated as lying within. In this case, as more than 10% of the warehouse is located within the inner zone, then the proposed development is deemed to be located within the inner zone. There is also the top right of the warehouse that does fall within the DPZ so this area would have to meet the 'not normally occupied criteria' if HSE were not to advise against it on safety grounds.

5.

Within HSE's LUP methodology the warehouse and the offices would be classed as the development type DT1.1 'workplaces'. HSE would not advise against the granting of planning permission as long as each building located within the inner zone provides for less than 100 occupants and has less than 3 occupied storeys.

The proposed warehouse and office have 3 storeys. HSE understands that the third storey is a plant room according to design and access statement part 2 (document 1518186). HSE understands from the application form uploaded on Dacorum's website (uploaded on 6/8/2024) that there will be 76 car parking spaces and 4 motorcycling spaces assigned to the warehouse and office. Therefore, HSE expects that the warehouse and office will meet the criteria for an SL1 workplace.

6.

HSE also understands from the plan H100-CMP-U1-00-DR-A-00100 dated 14/5/2024 that there is cat ladder in the top right of the warehouse that lies within the DPZ. HSE would not advise against this part of the warehouse being used for storage, as long as:

- o there were no more than 3 workers present at one time, and

- o the total time for which persons will be in the DPZ zone will not exceed 2 hrs in any 24 period.

7.

Car parking for the development predominantly falls within the inner zone of the Buncefield terminal and this would be development type DT1.2 'parking areas', which would be a sensitivity level 1 if no other

	<p>associated facilities are present. HSE does not advise against this type of development located within the inner zone of the consultation zones.</p> <p>8. Within the DPZ of Buncefield Oil Terminal there is a service yard and some car parking. HSE would not advise against parking or the service yard in the DPZ, as long as:</p> <ul style="list-style-type: none"> o there were no more than 3 workers present at one time, o the total time for which any individual will be in the DPZ zone will be for less than 2 hrs in any 24 period, and o there are no associated structures, recreational areas or facilities for HGV drivers (i.e. no sleeping or staying in the cabs) within the DPZ area. <p>9. The site plan (H100-CMP-SI-ZZ-DR-A-00100, dated 02.05.2024 Revision PL1 shows 13 parking spaces for cars within the parking area in the DPZ. Therefore, HSE understands that the car parking that falls within the DPZ meets the criteria in Development Type 0.1 and there are no associated facilities for staff located within the DPZ. Therefore, HSE expects that the service yard and parking area would meet the Not Normally Occupied criteria if there were no associated structures, recreational areas of facilities for HGV drivers within the DPZ area. HSE's Advice</p> <p>10. HSE's assessment therefore indicates that the risk of harm to people at the proposed development is such that HSE does not advise, on safety grounds, against the granting of planning permission for application 24/01740/MFA, as long as the following conditions are applied:</p> <ul style="list-style-type: none"> o There should be no associated structures recreational areas or facilities for HGV drivers (i.e. no sleeping or staying in the cabs) within the area of the parking area and service yard within the Development Proximity Zone o There should be only two occupied storeys in the warehouse building (the 3rd storey could be a plant room where occasional maintenance would occur). o The north-eastern part of the warehouse that falls within the Development Proximity Zone shall be only for storage and shall meet the 'not normally occupied' criteria of no more than 3 workers being present at one time, and the total time for persons to be in the Development Proximity Zone should not exceed 2 hrs in any 24 period. <p>Reason: In the interests of safety from hazards and risks due to the possible presence of hazardous substances that require hazardous substances planning consent.</p>
<p>Trees & Woodlands (DBC)</p>	<p>Although the number of trees it is intended to remove from this site is high, overall I'm comfortable with what is being proposed. A very high portion of the trees are young, of low quality (BS5837), and are located within the middle of edge of a car park setting. Such trees rarely thrive in this harsh planting environment and all are of low amenity value.</p> <p>T81 is a more mature Scarlet Oak of moderate quality that has the potential to develop into a more prominent tree. However, its location</p>

	<p>within the plot is problematic for the future usage of the site and so its removal is accepted.</p> <p>The retention of T90-92 is welcomed, even though the trees are of low quality. Their presence will soften views of a new car parking area.</p> <p>The existing strip of land containing TPO trees is to be unaffected by proposals and supplemented by new planting.</p> <p>Mitigation planting is welcomed. It is important to plant the right species of tree in the right place to ensure that future growth is accommodated within the proposed development layout, and to avoid potential conflict between trees and structures or parked cars. I haven't noted that species information has yet been submitted so this would need to be supplied with planting locations, planting sizes and maintenance regimes.</p>
<p>Places Services Urban Design Officer</p>	<p>Thank you for consulting us for pre-application advice on the above application. This letter sets out our urban design comments following on from the first PPA pre-application advice meeting held 05th September 2024.</p> <p>Policy Background</p> <p>The National Planning Policy Framework Section 12 requires that developments:</p> <ul style="list-style-type: none"> - Function well. - Are visually attractive as a result of good architecture, layout and appropriate landscaping. - Are sympathetic to local character, including the historic built character, while not preventing increased densities. - Create a strong sense of place through definition of streets and distinctive forms. - Optimise the potential of the site to create an appropriate amount and mix of development. - Create places that are safe, inclusive and accessible. - Are consistent with the principles set out within the National Design Guide (NDG). <p>Our comments are set out below and are cross referenced to the NDG together with local guidance which apply to the site such as the Dacorum Strategic Design Guide SPD.</p> <p>Access and Layout</p> <p>Relevant NDG sections:</p> <ul style="list-style-type: none"> - C1 calls for designs which understand and relate well to local built environment character, views, layout, form, scale and appearance. - I1 encourages buildings which respond well to local character and identity through appreciation of existing built form, height scale, massing and relationships between buildings. This includes the scale and proportions of proposals, façade design, patterns and proportions of fenestration and their details. - I3 encourages the siting of buildings within the landscape, the arrangement of layout and grain, landscape spaces, movement network, development blocks, scale, form, proportions, and materials to create distinct characters and a memorable sense of place. <p>The proposed access arrangements retain the access off Boundary Road being and two new vehicular entrances being constructed from</p>

this road. It is considered positive that pedestrian access is separated from vehicle movement routes and access from the car parks do not require road crossing or interaction with HGV's accessing the service yard. The access arrangements are considered acceptable from an urban design perspective.

The proposed layout includes a number of positive features, such as the location of the car park and service yard away from Boundary Way which is the main public movement route surrounding the site. The proposal also introduces a number of positive features such as landscaping, an amenity area and conveniently located cycle storage. The proposed building has been located to the western part of the site and the more active office use is located positively on the western edge of the building, offering opportunity for activity and definition of Boundary Way.

As highlighted in the pre-application advice meeting and in previous correspondence with Dacorum, the proposed building is significantly larger than the current building on site. As a result of the requirements of the Buncefield HSE Consultation Zones and the proposed building size, the building is located close to Boundary Way. There does appear to be a precedent for this type of building within the wider Maylands industrial estate. Despite this precedent, it is considered that this will have an impact on the Boundary Way street scene and as much of a buffer as possible should be provided to avoid a detrimental impact. Resultantly, adequate screening and architectural treatment to the elevation require careful consideration to ensure the bulk and scale of the building is appropriately accommodated within the street scene.

Following this main area of concern, we highlighted a number of smaller scale layout comments, which we would welcome further design refinement to enhance the schemes response to national and local best practice design policy. These are as follows:

- Based on the layout plan, the main pedestrian access path from the car park appears quite narrow along the southern part of the building. Furthermore, the cycle shelter has the opportunity to create a tight and unwelcoming space between the cycle shelter and building. We would therefore welcome consideration of opportunities to widen the footpath or justification on the width. A cycle shelter that is visually permeable would also improve this space.

- The small area of landscaping to the south of the disabled spaces is cut into by the car park access road. It was questioned whether rotating the furthest west space would reduce the amount of road access space required and then free up some more space for landscaping and public realm.

- We would always encourage opportunities to break up rows of car parking spaces up with landscaping to create a more positive environment that contributes to biodiversity improvements and temperature regulation.

Scale and Massing

Relevant NDG sections:

- C1 calls for designs which understand and relate well to local built environment character, views, layout, form, scale and appearance.

- Section B encourages the use of height, density and arrangement of buildings to create destinations, increased legibility, and proposals

that are proportionate to the spaces they overlook while being sensitive to the existing landscape and built form context.

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It is understood that at pre-application 1 comments were made about the scale of the surrounding context and requests were made to create some formality along Boundary Way, articulate the built form so it acts as a transitional element in the wider context, recommendations of avoiding a bulky square footprint form, and the elevation treatment should be articulated with consideration of varying heights to step down to a human scale.

We note that following on from the initial pre-app, the design of the building has been developed further. We are pleased to see confirmation of the use of a parapet roof form and the language of the adjacent OSD Healthcare centre has been used to inform the design approach. This is mainly through the inclusion of the projecting feature frames on the western elevation.

It is considered that the design approach has a number of positive features. As highlighted above, we are pleased to see the active part of the building located on the most prominent corner and the use of full height glazing and framing works well in highlighting the entrance space and ensuring legibility. The simplistic and complimentary range of materials tones applied, and the use of clean design features are considered to respond well to contemporary design principles. The use of a darker grey at the lower parts of the building and a lighter grey for the upper parts helps to ground the building and give the taller parts a more light weight appearance. This is positive in using the materiality to reduce the impact of the buildings mass. We are pleased to see a variety of cladding proposed as this will introduce different tones and textures to the building.

During the meeting we highlighted a number of comments around opportunities for further design improvement. Large commercial buildings, such as the one proposed, often have a very strong horizontal emphasis due to the shape and size of the elevations. Whilst it is positive that the framing on the west elevation has been introduced to bring in some vertical emphasis to help relate the elevation to the human scale, we would welcome opportunities to develop this further. For example, on the western elevation the office windows are located at the top of the framing and this reduces the buildings relationship to the human scale and we would welcome opportunities to bring windows at the ground floor level in line with the OSD Healthcare centre. This would result in active fenestration features at ground floor level and improve the buildings relationship with Boundary Way. Furthermore, whilst the corner element of the southern elevation is considered positive, there are concerns with the lack of verticality in the remainder of the elevation. This part of the building will have a relationship with the OSD Healthcare centre, and it is considered that some verticality could be introduced into this part of the building to use design features to bring down the scale of this element.

It is considered that the below precedent provides opportunities to relate to the human scale and introduces verticality by using either windows, recessed elements or materiality changes to break up the elevation.

Sustainability

	<p>Section R1 of the NDG states: Well-designed places and buildings follow the energy hierarchy of: reducing the need for energy through passive measures including form, orientation and fabric; using energy efficient mechanical and electrical systems, including heat pumps, heat recovery and LED lights; and maximising renewable energy especially through decentralised sources, including on-site generation and community-led initiatives. (National Design Guide Section R1). From an urban design perspective, we are pleased that the proposals have considered sustainability in a detailed manner. The aspiration for BREEAM Excellent is commended and the range of sustainability measures proposed are positive. We are pleased to see this consideration includes active travel uses, EV charging and PVs. To progress this proposal further, we would welcome opportunities to include more PV panels due to the roof area available and consideration should be given to supporting infrastructure for employees cycling to work in the form of lockers and shower facilities.</p> <p>Summary In summary, we welcome the progression of the design proposals in response to constraints of the site and the previously raised pre-application comments. The proposal is generally considered to be positive, and the design approach includes a number of high-quality features as outlined above. Despite this, the proposed building is considered to be a large building which will impact on the Boundary Way street scene. To ensure the most sensitive introduction of a large building into the site context, we would always welcome opportunities to enhance the buffer between the street and building. However, should the site constraints and functional requirements of the building not facilitate this, we would welcome further design refinement to the buildings western and southern elevation to ensure a positive relationship, that maximises the buildings response to the human scale is created by giving the impression of activity and breaking down the horizontality of the building. We have also suggested a few more minor layout points, which we would welcome consideration of to progress the public realm at the entrance space. We look forward to reviewing the next iteration of the scheme and should you require further clarification on any of the above points, please feel free to discuss further.</p>
Hertfordshire Fire & Rescue (HCC)	<p>Following an email from Highways dated 27 August 2024, enclosing a copy of the above planning application we have examined the documentation provided and take the opportunity to make the following comments.</p> <p>ACCESS AND FACILITIES</p> <p>Access for fire fighting vehicles should be in accordance with The Building Regulations 2010, Approved Document B (ADB) Vol 2, section B5, sub-section 15.</p> <p>1. It would appear the width of the access road is sufficient to comply with the minimum width of 3.7m as stated in ADB vol 2, section B5, Table 15.2</p>

	<p>2. Access routes for Hertfordshire Fire and Rescue Service vehicles should meet the requirements stated in section B5, Table 15.2, with consideration given for ALP access due to buildings of over 11m in height. It should be noted that the increased minimum carrying capacity figures of 19 tonnes for a pump & 26 tonnes for an ALP should be used.</p> <p>3. It is unclear from the plans whether the proposed development will be fitted with a fire main. If the building is not fitted with a main, for this size of building, access to 50% of the perimeter will be required as stated in Table 15.2 of ADB volume 2, section B5. It would appear from the plans that this access can be achieved. If the building is fitted with a fire main, access should be provided for a pumping appliance to within 18m of each fire main inlet connection point. Inlets should be on the face of the building. In addition, buildings fitted with fire mains must have a suitable hydrant sited within 90m of the fire main inlets.</p> <p>4. Where security barriers are provided, provision will be required ensuring the gate can be opened should the fire service need to be called.</p> <p>WATER SUPPLIES</p> <p>For information on water supplies for fire-fighting (Fire hydrants) please contact Hertfordshire Fire & Rescue Services water officer on 01992 507507 or water@hertfordshire.gov.uk</p> <p>The comments made by this Fire Authority do not prejudice any further requirements that may be necessary to comply with the Building Regulations.</p>
Thames Water	<p>Waste Comments</p> <p>Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer networks.</p> <p>Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.</p>

	<p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p>
Hertfordshire Highways (HCC)	<p>Recommendation</p> <p>Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>Provision of Internal Access Roads, Parking & Servicing Areas Prior to the first use of the development hereby permitted the proposed internal access roads, on-site car parking, servicing and turning areas shall be laid out, demarcated, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.</p> <p><u>Reason:</u> To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>Construction Management Plan No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan shall include details of a. Construction vehicle numbers, type; b. Access arrangements to the site; c. Traffic management requirements d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas); e. Siting and details of wheel washing facilities; f. Timing of construction activities including delivery times and removal of waste</p> <p><u>Reason:</u> In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan</p>

(adopted 2018).

Planning Obligations

A Travel Plan in accordance with the provisions as laid out in Hertfordshire County Council's Travel Plan Guidance, would be required to be in place from the first occupation/use until 5 years post full occupation. A £1,200 per annum (overall sum of £6000 and index-linked RPI March 2014) Evaluation and Support Fee would need to be secured via a Section 106 agreement towards supporting the implementation, processing and monitoring of the full travel plan including any engagement that may be needed. Further information is available via the County Council's website

Comments and Analysis

The application comprises of a redevelopment of the site to provide flexible employment use of class

E, B2 and B8 (replacing the existing office building). The site is accessed via Boundary Way, which is designated as an unclassified local access road, subject to a speed limit of 30mph and is highways maintainable at public expense. Boundary Way is classed as P2M2 (multi-function road) on HCC's Place & Movement Network.

A Transport Statement (TA) and Framework Travel Plan (TP) have been submitted as part of the application.

Vehicle Access

There is an existing bellmouth access from Boundary Way, which leads to a shared access to the application site and neighbouring sites. The proposals would utilise this existing access point and do not include any new or altered vehicle highway access nor any specific highway works. The proposed private access road is to be rearranged as shown on submitted drawing numbers KMC24048001 B and site plan H100CMPSIZZDRA00100. The existing island along the private access road is to be removed and replaced by a single arm barrier approximately 20m from the highway on Boundary Way. An acceptable level of vehicle to vehicle visibility would be retained at the access onto Boundary Way (with vehicle to vehicle visibility splays in excess of 2.4m by 43m retained in either direction). Appendix D of the TS includes swept path analysis tracking plans to illustrate that a 16.5m and 18.5m long HGV would be able to utilise the proposed site access arrangements in addition to using the proposed service yard, turn around on site and egress to Boundary Way and the larger wider network in forward gear. The arrangements in this respect are considered to be acceptable by HCC as Highway Authority.

Due to the large size of the proposals, as part of the highway authority's assessment of this planning application, we consider that Hertfordshire Fire and Rescue should be consulted for any comments or recommendations which they may have. Therefore, details of the proposal have been passed to them for attention.

Parking

The proposals includes a total provision of 76 car parking spaces including 5 disabled, 17 active electric vehicle charging (EVC) spaces

and 4 car share spaces. The TS states that all other car parking spaces would be equipped with passive EVC provision. This is supported by HCC to ensure that the proposals encourage electric vehicle use in accordance with the Highway Authority's Local Transport Plan (LTP4) and Sustainability Strategy.

Following consideration of the nature of the proposals and the car parking analysis as included in section 6 of the TS, HCC as Highway Authority would not have an objection to the proposed car parking provision. Nevertheless DBC as the planning and parking authority would ultimately need to be satisfied with the overall level and type of proposed vehicle parking.

40 covered and secure cycle parking spaces have been included as part of the proposals, the general design and level of which is considered to be acceptable. HCC as Highway Authority would support the promotion and maximisation of cycling as a form of travel to the site. Vehicles would need to be made aware the cyclists would also be using the car park and vehicle access and therefore appropriate signage and lighting would need to be considered and provided. It is also recommended that the level of cycle parking is increased as and when demand may arise for such an extra provision.

Accessibility and Sustainable Travel Options

The site is located within the larger Maylands industrial area. There are existing footways on Boundary Way, which extend into the site and the proposals provide pedestrian access into the site from the highway footway. There are existing pedestrian dropped kerbs and tactile paving on either side of the bellmouth access on Boundary Way

The nearest bus stops to the site are located on Boundary Way fronting the site, which is well within the normally recommended walking maximum distance of 400m and therefore there is potential for bus services to provide a convenient sustainable travel option. The nearest bus stops are served by ML1 which also provided a link to Hemel Hempstead Railway Station during the morning and evening peak.

DBC has adopted the Community Infrastructure Levy (CIL). Therefore contributions towards strategic and local transport schemes as outlined in HCC's South West Hertfordshire Growth & Transport Plan (2019) would be sought via CIL or 106 planning obligations as appropriate Travel Plan Planning Obligations

A Framework Travel Plan (TP) has been submitted as part of the application to support the promotion and maximisation of sustainable travel options to and from the site and to ensure that the proposals are in accordance with Hertfordshire's Local Transport Plan and the National Planning Policy Framework (NPPF). The travel plan is considered to be generally acceptable for this stage of the application. Nevertheless a full TP would need to be secured via a Section 106 planning obligation. Developer contributions of £6000 (index-linked RPI March 2014) are sought via a Section 106 Agreement towards supporting the implementation, processing and monitoring of a full travel plan including any engagement that may be needed.

As such, the TP would need to be updated taking into account the following Framework travel plan to be updated to full travel plan, once occupier identified

Provide contact details of an interim travel plan co-ordinator (TPC);

State that details of a secondary contact to the TPC will be provided to HCC;

Provide an estimate of time to be allocated to TPC role;

State whether TPC to be based on or off site;

State whether there is an intention to create a steering group;

Detail whether there is any plan to hand the TP to a management company;

Include details of which external partners will be engaged with;

Mention Hertfordshire Health Walks under walking measures section;

Promote the demand responsive transport (DRT) service that operates in Dacorum; Insert baseline survey results, following baseline survey; Agree targets with HCC, following baseline survey;

Commit to undertaking traffic counts, in line with HCC Travel Plan Guidance 2020, to support questionnaire surveys; HCC hold a licence with Modeshift STARS - a travel plan accreditation platform (DfT approved). Modeshift STARS offers a platform to build a travel plan and manage it, awarding developments for their efforts to encourage sustainable modes of travel. Prior to occupation, the travel plan coordinator should attend a meeting with an HCC officer for an introduction and set up to the platform.

Insert text to state that the travel plan will be secured by S106 agreement with a £1200 per annum evaluation and support fee (total £6000).

Trip Generation and Highway Impact

A trip forecasts and assessment for the existing and proposed use has been included as part of the TA (Sections 5). The trip generation is based on trip rate information from the TRICS database.

Following consideration of the nature and size of the proposals, the parameters and approach used is considered to be acceptable by HCC as Highway Authority. Based on this approach:

a proposed industrial use (B2) use is expected to generate 21 two-way vehicle movements in the AM peak (0800-0900) and 18 two-way vehicle movements in the PM peak (1700-1800).

a proposed warehouse use (B8) use is expected to generate 42 two-way vehicle movements in the AM peak (0800-0900) and 50 two-way vehicle movements in the PM peak (1700-1800).

a proposed light industrial use is expected to generate 79 two-way vehicle movements in the AM peak (0800-0900) and 51 two-way vehicle movements in the PM peak (1700-1800).

In all scenarios the proposed development is forecast to result in an overall reduction in two vehicles trips when compared to the existing permitted use. Following consideration and review of the results, the impact of the level of trips on the surrounding highway network would not be considered to be significant or severe enough to recommend refusal from a highways perspective.

Conclusion

	<p>HCC as Highway Authority considers that the proposal would not have a significant impact on the safety and operation of the surrounding highway network. HCC has no objections on highway grounds to the application, subject to the inclusion of the above planning conditions and travel plan S106 obligation.</p> <p>Proposal AMENDED PROPOSAL The demolition of existing structures and redevelopment for E(g)(iii) Industrial Processes, B2 General Industrial and B8 Storage and Distribution Uses (applied flexibly) with hard and soft landscaping, servicing and associated works Recommendation</p> <p>Notice is given under article 22 of the Town and Country Planning Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p><u>Comments:</u> The Highway Authority provided comments and recommendations to the original consultation on this matter within its' response dated 27 August 2024, recommending support for the application subject to conditions, informatives and planning obligation in respect of Travel Plan.</p> <p>The amended proposal appears to be limited to information provided subsequent to the provision of revised elevations and sections to the main building (27th September). The Highway Authority are satisfied that such amendments to the scheme shall not have a material affect on the advice and recommendations previously provided. Consequently, no further comments are made, and the LPA requested to retain and use our earlier comments and recommendations</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Due to the lack of residential impact based on the sites location we would have no concerns in regards to noise and so on.</p> <p>However would suggest to condition that the mitigation for dust noise etc. from demolition and construction outlined in their construction plan is adhered to; and also request for the following informatives to be included:</p> <p>Working Hours Informative Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.</p> <p>As a guideline, the following hours for noisy works and/or deliveries should be observed: Monday to Friday, 7.30am to 5:30pm, Saturday, 8am to 1pm, Sunday and bank holidays - no noisy work allowed.</p>

Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to Environmental and Community Protection Team ecp@dacorum.gov.uk or The Forum, Marlowes, Hemel Hempstead, HP1 1DN. Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.

Works audible at the site boundary outside these hours may result in the service of a Notice restricting the hours as above. Breach of the notice may result in prosecution and an unlimited fine and/or six months imprisonment.

Waste Management Informative

Under no circumstances should waste produced from the development be incinerated on site. This includes but is not limited to pallet stretch wrap, used bulk bags, building materials, product of demolition and so on. Suitable waste management should be in place to reduce, reuse, recover or recycle waste product on site, or dispose of appropriately.

Air Quality Informative.

As an authority we are looking for all development to support sustainable travel and air quality improvements as required by the NPPF. We are looking to minimise the cumulative impact on local air quality that ongoing development has, rather than looking at significance. This is also being encouraged by DEFRA.

As a result as part of the planning application I would recommend that the applicant be asked to propose what measures they can take as part of this new development, to support sustainable travel and air quality improvements. These measures may be conditioned through the planning consent if the proposals are acceptable.

A key theme of the NPPF is that developments should enable future occupiers to make "green" vehicle choices and (paragraph 35) "incorporates facilities for charging plug-in and other ultra-low emission vehicles". Therefore an electric vehicle recharging provision rate of 1 vehicle charging point per 10 spaces (unallocated parking) is expected. To prepare for increased demand in future years, appropriate cable provision should be included in the scheme design and development, in agreement with the local authority.

Please note that with regard to EV charging for residential units with dedicated parking, we are not talking about physical charging points in all units but the capacity to install one. The cost of installing appropriate trunking/ducting and a dedicated fuse at the point of build is miniscule, compared to the cost of retrofitting an EV charging unit after the fact, without the relevant base work in place.

In addition, mitigation in regards to NOx emissions should be addressed in that all gas fired boilers to meet a minimum standard of 40 mg NOx/Kwh or consideration of alternative heat sources.

Invasive and Injurious Weeds - Informative

	<p>Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Having reviewed the planning application submissions, including the TRC reports:</p> <ul style="list-style-type: none"> o Desk Based Geoenvironmental and Geotechnical Site Assessment - 588240 - July 2024 o Intrusive Geoenvironmental and Geotechnical Site Assessment - 588240 - July 2024. <p>and the ECP Team records I have the following comments and recommendations.</p> <p>There is no objection to the proposed development, however, there is a requirement for the applicant to undertake further assessment of the potential for land contamination to impact the proposed development.</p> <p>Therefore, if permission is granted, the following conditions will be required to enable the applicant to demonstrate that land contamination does not present an unacceptable risk to the proposed development, or that any unacceptable risk is understood and can be managed to ensure that the proposed development is safe and suitable for its intended use.</p> <p>Contaminated Land Conditions:</p> <p>Condition 1:</p> <p>(a) No development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:</p> <ul style="list-style-type: none"> (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and; (ii) The results from the application of an appropriate risk assessment methodology. <p>(b) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.</p> <p>(c) This site shall not be occupied, or brought into use, until:</p> <ul style="list-style-type: none"> (i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above

	<p>have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.</p> <p>(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed to protect human health and the surrounding environment and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Condition 2: Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed to protect human health and the surrounding environment and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informative: The above conditions are in line with paragraphs 180 (e) & (f) and 189 and 190 of the NPPF 2023.</p> <p>Guidance on how to assess and manage the risks from land contamination can be found here: https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm and here: https://www.dacorum.gov.uk/docs/default-source/environment-health/development-on-potentially-contaminated-land.pdf?sfvrsn=c00f109f_8</p>
Local Lead Flooding Authority	<p>Thank you for your consultation on the above site, received on 12 August 2024. We have reviewed the application as submitted and wish to make the following comments.</p> <p>We object to this planning application in the absence of an acceptable Flood Risk Assessment (FRA) and Drainage Strategy relating to:</p> <ul style="list-style-type: none"> • Impacts of flooding on the development. • The proposed SuDS are likely to increase the risk of flooding elsewhere. • The development not complying with NPPF, PPG or local policies due to lack of design information to sufficiently address increase of flood risk elsewhere. <p>o Flood risk objective 1: Achieve flood risk reduction through spatial planning and site design</p>

- o Flood risk objective 3: Reduce surface water runoff from new developments
- o Policy CS29 -Sustainable Design and Construction
- o Policy CS31- Water Management
- o Policy CS32- Air Soil and Water Quality

Reason - To prevent flooding in accordance with National Planning Policy Framework paragraphs 173, 175 and 180 by ensuring the satisfactory management of local flood risk, surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as designed for the lifetime of the development.

We will consider reviewing this objection if the issues highlighted on the accompanying Planning Application Technical Response document are adequately addressed. As a summary we require the applicant to:

- adequately address the surface water flow path, ensure that the users and occupants are safe and that the drainage scheme does not become overwhelmed by the flow path. Consider how, if any management of the flow path can be separated from the drainage network and if any improvements can be made.
- submit information regarding safe access and egress.
- submit flood resistance and resilience measures and in relation to the minimum requirements of the freeboard for finished floor levels.
- submit supporting drainage calculations including climate change for the 3.33% AEP rainfall event,
- clarification on proposed greenfield runoff rates and volumes. We accept the stated rates but there is confusion if the outfall will hold water to a single rate of 3.4 l/s as per the calculations or it will be a complex control as per the report and associated drainage drawing. If it is proposed to be a complex control, then long term storage should also be provided and shown to discharge at a low rate of 2 l/s/ha (as per the SuDS Manual).
- re-assess the brownfield runoff rates using the actual existing drainage system as evidence i.e. the current number of gullies, reasonable time of entry, slope, pipe network and outfall restrictions. If there is an existing outfall restriction this must be considered, e.g. orifice or surcharge outfall.
- note that the discharge to the Thames Water sewer is a new connection and must be at greenfield runoff rate and volume (rather than a brownfield runoff rate).
- Clarification on if any of the existing drainage network will be retained and a CCTV survey and timeline be submitted if so (to show if any defects need to be rectified)
- Consider if additional information can be submitted on an appropriate water quality assessment,
- include a CV value of 1 in all calculations (including the simulation settings) and assess if flooding occurs once recalculated,
- submit exceedance information, including exceedance flow routes, proposed external ground levels, finished floor levels and any designed slopes.

Informative - For further advice on what we expect to be contained within the FRA and/or a Drainage Strategy to support a planning application, please refer to the Validation List and Proforma on our

	<p>surface water drainage webpage https://www.hertfordshire.gov.uk/services/recycling-waste-andenvironment/water/surface-water-drainage/surface-water-drainage.aspx This link also includes HCC's Flood Risk Management policies on SuDS in Hertfordshire. We do expect the Validation List to be submitted to the Local Planning Authority and LLFA to show you Creating a cleaner, greener, healthier Hertfordshire Page 3 of 4 have provided all information and the Proforma to the LLFA to summarise the details of the proposed development. Erection of flow control structures or any culverting of an ordinary watercourse requires consent from the appropriate authority, which in this instance is Hertfordshire Lead Local Flood Authority and the Local Council (if they have specific land drainage bylaws). It is advised to discuss proposals for any works at an early stage of proposals. Both FEH13 and FEH22 are currently accepted to support drainage modelling calculations. For the avoidance of doubt the use of FSR and FEH1999 data has been superseded and therefore, use in rainfall simulations are not accepted. Please note if, you the Local Planning Authority review the application and decide to grant planning permission, notify the us (the Lead Local Flood Authority), by email at FRMConsultations@hertfordshire.gov.uk.</p>
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
91	4	2	1	1

Neighbour Responses

Address	Comments
Property and Consents- UK Power networks Barton Road Bury st Edmunds IP32 7BG	<p>We refer to the Planning Application for the above site. The proposed development is in close proximity to our substation and underground cables and have the following observations to make:</p> <p>If the proposed works are located within 6m of the substation, then they are notifiable under the Party Wall etc. Act 1996. The Applicant should provide details of the proposed works and liaise with the Company to ensure that appropriate protective measures and mitigation solutions are agreed in accordance with the Act. The Applicant would need to be responsible for any costs associated with any appropriate measures required. Any Party Wall Notice should be served on UK Power Networks at its registered office: UK Power Networks, Newington House, 237 Southwark Bridge Road, London SE1 6NP.</p> <p>Our engineering guidelines state that the distance between a dwelling of two or more stories with living or bedroom windows overlooking a distribution substation should be a minimum of ten metres if the transformer is outdoor, seven metres if the transformer has a GRP surround or one metre if the transformer is enclosed in a brick</p>

building. It is a recognised fact that transformers emit a low level hum which can cause annoyance to nearby properties. This noise is mainly airborne in origin and is more noticeable during the summer months when people tend to spend more time in their gardens and sleep with open windows.

A problem can also occur when footings of buildings are too close to substation structures. Vibration from the transformer can be transmitted through the ground and into the walls of adjacent buildings. This, you can imagine, is very annoying.

In practice there is little that can be done to alleviate these problems after the event. We therefore offer advice as follows:

1. The distance between buildings and substations should be greater than seven metres or as far as is practically possible.
2. Care should be taken to ensure that footings of new buildings are kept separated from substation structures.
3. Buildings should be designed so that rooms of high occupancy, i.e. bedrooms and living rooms, do not overlook or have windows opening out over the substation. Minimum distance for this should be at least 10m.
4. If noise attenuation methods are found to be necessary, we would expect to recover our costs from the developer.

Other points to note:

5. UK Power Networks require 24 hour vehicular access to their substations. Consideration for this should be taken during the design stage of the development.
6. The development may have a detrimental impact on our rights of access to and from the substation. If in doubt please seek advice from our Operational Property and Consents team at Barton Road, Bury St Edmunds, Suffolk, IP32 7BG.
7. No building materials should be left in a position where they might compromise the security of the substation or could be used as climbing aids to get over the substation surround.
8. There are underground cables on the site associated with the substation and these run in close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.
9. All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 Avoiding Danger from Underground services. This document is available from local HSE offices.

Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG.

<p>Robertson House Gunnels Wood Road Stevenage SG1 2ST</p>	<p>Hertfordshire Futures (formerly the Local Enterprise Partnership) supports this planning application.</p> <p>We are very concerned about the loss of employment space across Hertfordshire - see report https://www.hertfordshirelep.com/media/rmphd5mk/loss-of-employment-space-in-hertfordshire-february-2019.pdf.</p> <p>As a result we welcome planning applications, such as this proposal by Wrenbridge, that replace outdated and under-used commercial space with new high quality business space that will make a positive contribution to local employment and the local economy. We consider that this development will enhance Maylands, the largest employment area in Hertfordshire, and will help to support the county's overall inward investment offer.</p> <p>Head of Infrastructure & Regeneration Hertfordshire Futures</p>
<p>29 Ridge Lea Hemel Hempstead Hertfordshire HP1 2AY</p>	<p>I suggest that the application should include access routes between the highways Boundary Way and Buncefield Lane for non motorised users as part of a coherent network within the commercial area of Herts Garden Community planning.</p>
<p>One Stop Doctors</p>	<p>We submit this representation to the above application on behalf of our client, One Stop Doctors Ltd ('OSD'). OSD is an innovative private hospital which provides a range of primary and secondary care services including diagnostic imaging, consultant services and day case surgical procedures. These services are provided within their purpose-built facility which has an established presence at the Maylands Business Park, adjacent to the application site. The facility generates a number of local benefits, including delivering care to NHS patients to help alleviate pressures on local NHS facilities. In this context, OSD is keen to work with officers at Dacorum Borough Council (DBC) to continue the safe and effective operation of the facility. We would therefore welcome the opportunity to discuss the proposed development and the operational requirements at OSD with you or the applicant directly.</p> <p><i>The application relates to 'The demolition of existing structures and redevelopment for E(g)(iii) Industrial Processes, B2 General Industrial and B8 Storage and Distribution Uses (applied flexibly) with hard and soft landscaping, servicing and associated works.'</i></p> <p>Having reviewed the application documents, we conclude that the development could give rise to impacts on the day-to-day operation and management of OSD throughout the demolition, construction and operational phases of the development. We have reached this conclusion in part because insufficient information has been submitted with the application to allow us to fully consider the potential impacts on OSD. We set out the basis for OSD's objection in more detail below.</p>

Construction Stage Impacts

The submitted Outline Construction Management Plan ('OCMP') provides an overview of the proposed construction methodology and the expected impacts on the local community and neighbours. We regard the key issues relating to construction impacts as noise and vibration, dust emissions, air quality and traffic/HGV congestion. While the OCMP indicates a detailed CEMP will be prepared and can be secured by condition, the OCMP is missing some important details, include in relation to demolition. Further detail is also required in relation to the boundary treatment, with a solid hoarding at least 2.5m in height required in our view. Additional details of construction traffic management, including deliveries/HGV waiting and contractor parking, should be provided at the application stage given the ongoing shared use of the principal access road. These details are important if OSD is to understand the likely demolition period and potential degree of disruption to the OSD operation, and should be provided in an updated OCMP prior to determination to ensure the detailed CEMP can be effectively scoped and secured by a planning condition, and any effects managed.

Noise and Vibration

We note that DBC Environmental Health and Community Protection has raised no objection on the basis there is no residential impact based on the site's location. We would however ask you to recognise that OSD is a noise sensitive use.

The submitted Noise Survey does not address noise effects during construction. The OCMP identifies a series of mitigation measures to reduce the noise impact from construction activities, including the use of super silenced plant where feasible and noise emission limits on all equipment bought to site.

Given the site's proximity to OSD, and the sensitive nature of the medical use, the effect of noise and vibration generated by the demolition and construction of the proposed development needs to be more carefully assessed. There are patient recovery and treatment rooms in the OSD building which face the application site, and the possible effect on these noise sensitive receptors has not been considered. Further, OSD maintains an aspiration to expand its services and offer overnight accommodation in the future. It is inevitable that noise (and vibration) from demolition and construction will result in some disturbance to patients and OSD's procedures, and these impacts need to be assessed and mitigated.

Air Quality

The submitted Air Quality Assessment ('AQA') states that the potential dust emission magnitude during demolition and construction is considered to be '*large*', based on some broad, unspecified and unclear assumptions about demolition and construction activity. The application indicates that all construction vehicles will utilise the existing access road (from Boundary Way) to access the site, from both the north and south, and the AQA states that the greatest impact will be on areas immediately adjacent to the access road. All construction vehicles will be travelling directly adjacent to OSD along at least one boundary, and potentially two (if approaching from the south). The assessment fails to clearly recognise OSD as a sensitive

receptor or consider the sensitives associated with the OSD facility, including in the context of air intake for controlled systems, louvres and openable windows on the west façade.

OSD is concerned that a more precise project-specific assessment and clearer measures to minimise exposure to dust and particulate matter are required. The submitted technical documents should give more consideration to the effects of the demolition and construction on sensitive neighbouring receptors such as OSD to demonstrate the effects are within acceptable limits.

We ask that, the applicant provides additional details in relation to noise and vibration and air quality, with a specific focus on the OSD building and the potential impacts and proposed mitigation during the demolition and construction periods.

Vehicle movements and access/egress arrangements

The submitted site layout plan and Transport Statement confirm the scheme proposes amendments to the current access and egress arrangements. The existing site layout encourages a one-way circular route. This reduces the potential for vehicular conflict with the vehicles using the entrance and exit to OSD on the opposite side of the shared access road. The proposed new access arrangements will require vehicles to enter and exit the car parking area to the south of the building via the single existing access which is opposite the OSD car park access. OSD is concerned that this revised access configuration increases the risk of vehicular conflict on the access road. We therefore ask for a review of the proposed vehicle access configuration, to consider whether a through-route could be maintained through the proposed car parking area, in the interests of the safe operation of the shared access road. Additionally, the scheme proposes a new security barrier on the shared access road off Boundary Way. The Transport Statement confirms the existing island will be removed and replaced with a single arm barrier. This will be in the same location as the existing barrier and set back 20m from Boundary Way, so will allow only a single HGV to wait at the barrier without risking an obstruction on Boundary Way. OSD is concerned that the estimated increase in HGV trips serving the site, and potentially trips of a different nature (deliveries and servicing by a range of visiting third parties rather than regular car park users) raises the potential for more than one HGV to arrive at a similar time and vehicles to be delayed at the barrier. It is also unclear how vehicles egressing the OSD site and other properties will be managed at the barrier, especially if a vehicle is waiting to enter. OSD would welcome further details on the intended barrier operation and how HGV movements to and from the site would be managed to avoid the risk of delays and congestion on Boundary Way. We also request further evidence that the new single arm barrier solution will accommodate all users of the access road and the range of vehicles which currently pass through the existing two-way barriers, either side of the central island. OSD also requests confirmation, by way of updated drawings and a condition, that the two existing zebra crossings will be re-provided on the access road as it is not clear from the proposed drawings or Transport Statement whether these crossings will be maintained. These crossings are important for safe pedestrian access to OSD and other nearby sites, so must be retained or suitable

	<p>alternatives provided. We trust that this representation will assist you when considering this application. We request that we are informed once any further information has been submitted to address the above concerns and we ask that we are given the opportunity to comment on any such information.</p>
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