

4/01864/16/FUL - PROPOSED CHANGE OF USE AND INTERIOR/ EXTERIOR REFURBISHMENT OF FOUR STOREY LOCAL AUTHORITY OFFICES INTO A CLINICAL AND ADMINISTRATION HUB & ACCESS ALTERATIONS/ PARKING & SINGLE STOREY REAR EXTENSION..

41 MARLOWES, HEMEL HEMPSTEAD, HP1 1LD.

APPLICANT: Herts Partnership University NHS Foundation Trust.

[Case Officer - Matt Heron]

Summary

The proposal would provide health services and office units required by the existing and expanding town of Hemel Hempstead, would support the primary retail function of the Town Centre and would not harm the vitality of this area. Furthermore, the proposal would not result in any loss of jobs at the site and would be located within close proximity to public transport facilities and services.

As such, the principle of the development is acceptable and the proposal represents sustainable development, in accordance with policy NP1 and the 'golden thread' of national policy.

The proposal has also been assessed in terms of its impacts on the character of the area, the living conditions of the occupants of neighbouring properties, highways and parking matters and on other relevant material planning considerations. It has been concluded that the proposal is acceptable in terms of the above and is therefore in accordance with identified local and national policy.

Site Description

The application site is located within Hemel Hempstead Town Centre, on the eastern side of Marlowes – from which access is taken. The application site is located in an area comprised of a variety of built form, which is of a mix of architectural styles and is built from a diverse palette of materials. Facing the site, to the west, is the Civic Centre – a mix use building comprising offices and a library. To the north is Carey Baptist Church and to the south lies a mix of commercial/office/residential buildings. To the rear of the site, to the east, are residential flats.

The application building itself is a four storey building and is constructed of facing brickwork under a lead roof. It is currently vacant.

Proposal

The application seeks permission for a change of use of the building from office use (B1(a)) to a use comprising outpatient services such as cardiology, dermatology, ophthalmology, audiology and dentistry and also office space for Hertfordshire Community NHS Trust and Hertfordshire Partnership University NHS. The proposed use would employ approximately 125 full time staff and 10 part time staff and is

considered to be a mix of D1 (non-residential institutions) and B1(a) (office) uses. As such, the proposal would result in a Sui Generis building.

The proposal also seeks permission for a single storey rear extension to the building and alterations to the fenestration - including a newly clad front entrance and side entrance. Window and doors would be replaced as necessary, though new windows will match the style of the existing windows.

Referral to Committee

The application is referred to the Development Control Committee as Dacorum Borough Council has an interest in land at the application site.

Relevant History

Address 41 MARLOWES, HEMEL HEMPSTEAD, HP1 1LD

:

4/00103/06/AD DOUBLE SIDED 2M X 2M SIGN ON TIMBER POSTS

V

Granted
13/03/2006

4/00244/04/AD NON-ILLUMINATED TO LET BOARD

V

Granted
15/03/2004

4/0123/80DC CONTINUED USE OF OFFICES
DEEMED PERMISSION

Granted
05/03/1980

4/0421/80 ALTERATIONS TO BUILDING AND FORMATION OF CAR PARK

Granted
10/04/1980

4/0411/83 THREE STOREY OFFICE EXTENSION

Granted
30/06/1983

4/0370/84 FOUR STOREY OFFICE BLOCK

Granted
07/06/1984

4/077A/84	ILLUMINATED SIGN BOARD Granted 11/01/1985
4/044A/86	NON-ILLUMINATED 'LETTING' BOARD (TEMPORARY) Granted 01/10/1986
4/0282/87	FOUR STOREY OFFICE BLOCK - OFFICE BUILDINGS (RETENTION WITHOUT COMPLIANCE WITH COMPLIANCE WITH CONDITION 3 OF 4/0370/84 Granted 23/04/1987
4/042A/87	ILLUMINATED FASCIA SIGN AND SIGNWRITING IN GROUND FLOOR WINDOWS Granted 18/06/1987

Policies

National Policy Guidance

National Planning Policy Framework (the Framework)

Adopted Core Strategy

NP1 – Supporting Development
CS1 – Distribution of Development
CS4 – The Towns and Large Villages
CS8 – Sustainable Transport
CS9 – Management of Roads
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS14 – Economic Development
CS15 – Offices, Research, Industry, Storage and Distribution
CS26 – Green Infrastructure
CS29 – Sustainable Design and Construction
CS32 – Air, Soil and Water Quality
CS33 – Hemel Hempstead Town Centre
CS35 – Infrastructure and Developer Contributions

Saved Policies of the Dacorum Borough Local Plan

Policy 57 – Provision and Management of Parking
Policy 58 – Private Parking Provision
Policy 99 – Preservation of Trees, Hedgerows and Woodlands
Policy 113 – Exterior Lighting
Policy 129 – Storage and Recycling of Waste on Development Sites
Appendix 5 – Parking Provision

Summary of Representations

Hertfordshire County Council (Highways)

Decision

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

Hertfordshire County Council as Highway Authority considers that the proposal would not have an increased impact on the safety and operation of the adjoining highways and does not object to the development, subject to the conditions and informative notes below:

CONDITIONS

1. The development shall not be brought into use until the alterations to the vehicle crossovers have been constructed to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction.

Reason: To ensure that the accesses are constructed to the current Highway Authority's specification as required by the Local Planning Authority and to comply with those policies of the development plan.

2. Prior to commencement of the development the applicant shall submit a swept path analysis drawing to demonstrate the ability for large vehicles, including utility and emergency vehicles, to enter and leave the site in forward gear.

Reason: In the interest of highway safety.

3. Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.

Reason: In the interest of highway safety.

4. Pedestrian visibility splays of 2m x 2m shall be provided, and thereafter maintained, on both sides of the new vehicle crossovers, which will be restricted to a double width, ie as per Roads in Herts - Highway Design Guide 3rd ed guidance, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway.

Reason: In the interest of highway safety.

5. The proposed parking spaces shall have measurements of 2.4m x 4.8m respectively. Such spaces shall be maintained as a permanent ancillary to the development shall be paved and shall be used for no other purpose.

Reason: The above condition is required to ensure the adequate provision of off-street parking at all times in order to minimise the impact on the safe and efficient operation of the adjoining Highway.

6. Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

7. All materials and equipment to be used during the construction shall be stored within the curtilage of the site unless otherwise agreed in writing by the Highways Authority prior to commencement of the development.

Reason: In the interest of highway safety and free and safe flow of traffic.

INFORMATIVES:

The Highway Authority would ask that the following note to the applicant be appended to any consent issued by the local planning authority:-

1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- <https://www.hertfordshire.gov.uk/droppedkerbs/>

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

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

COMMENTS

This application is for a PROPOSED CHANGE OF USE AND INTERIOR/ EXTERIOR REFURBISHMENT OF FOUR STOREY LOCAL AUTHORITY OFFICES INTO A

CLINICAL AND ADMINISTRATION HUB & ACCESS ALTERATIONS/ PARKING. ACCESS

Two VXOs are already in existence: these are to be widened to increase the visibility splay and grant access to large vehicles.

Marlowes is an Unnumbered "C" Classified Local Distributor Road subject to a 30mph speed limit. There have been three slight accidents in the vicinity of the site in the last 5 years.

PARKING

There are currently 45 parking spaces on site. With the proposed changes, this will be reduced to 9. Additional spaces to be provided are: 9 disabled, 8 cycles, 1 motorcycle and 1 light goods vehicle. Parking levels are a matter to be determined by the LPA.

UTILITY AND EMERGENCY ACCESS

Document " Proposed Plan" fails to show that it is possible for a refuse vehicle to access the proposed Route for Bin Collection, nor that it is able to turn on site to follow the exit route to leave the site. A swept path analysis drawing showing this is therefore required.

CONCLUSION

The impact of the change of use has been assessed and would not have an unreasonable impact on the safety and operation of the local highway network. Hertfordshire County Council has no objection to the principle of the development, but there are some outstanding issues regarding access for utility and emergency vehicles, that still need to be addressed by the applicant. It is recommended that further information from the applicant is requested to ensure that the proposed use can be adequately serviced.

Environmental Health

No objection (verbal consultation).

local residents

None received.

Key Considerations:

The main planning considerations in the determination of this application are:

1. The principle of the development
2. The quality of the design and the impact on the character of the area
3. The potential impact on the living conditions of the occupants of surrounding neighbouring dwellings
4. Highways and parking

5. Other Material Planning Considerations

- (i) Refuse and Recycling
- (ii) CIL and other Contributions

The principle of the development

Policy CS1 states that Hemel Hempstead will be the focus for jobs and strategic services and development should support relevant town-wide needs. Policy CS4 states that mixed-use developments will be supported in the towns where it supports the principles of sustainable development and does not conflict with other policies. Furthermore, this policy states that social and community uses will be encouraged.

Section 2 of the Framework states that town centres should provide a range of sites to meet the type of office and community development required by populations. Policy CS33 outlines that developments specifically within Hemel Hempstead Town Centre which create new office units and provide uses which support a primary retail function will be supported.

Turning to sustainability, Policy NP1 states that Council will apply a presumption in favour of sustainable development when considering proposals. This is consistent with the 'golden thread' running through the Framework as outlined in paragraph 14. The Framework states that there are three aspects to sustainable development; social, economic and environmental. These roles should not be undertaken in isolation, because they are mutually dependent (paras. 7-8).

Overall, the application site is situated within an urban area in the existing town centre of Hemel Hempstead. As such, the infrastructure in the immediate area has been developed to provide good transport links for existing land uses. There are also services and facilities available within close proximity of the site. Additionally, the proposal would provide health services and office units required by the existing and expanding town of Hemel Hempstead, support the existing primary retail function within the Town Centre and is unlikely to result in any loss of employment at the site.

Taking all of the above into account, it is considered that the proposal complies with the above mentioned development strategy and represents sustainable social, economic and environmental development - for which a presumption in favour applies in accordance with para.14 of the Framework. As such, subject to there being no other material considerations or policies which indicate that this development should be resisted (see discussion below), the proposal would be in accordance with Policies CS1, CS4 and CS33 and there is no compelling objection to the principle of the development.

The quality of the design and the impact on the character of the area

Core Strategy Policies CS11 and CS12 state that development within settlements should respect the typical density in the area and integrate with the streetscape character. Chapter 7 of the Framework emphasises the importance of good design in context and, in particular, paragraph 64 states permission should be refused for development of poor design that fails to improve the character and quality of an area and the way it functions.

The proposed development would not significantly increase the bulk, mass and scale of the application building. As such, the proposal would not result in a visually dominant form of development nor would it result in a building which appeared cramped or overdeveloped on its plot.

Turning to the individual design of the proposal, the cladding of the existing entrances and the alterations to the fenestration would not significantly alter the architectural design of the building and would improve its visual aesthetics. As such, the overall design of the building is considered acceptable and would not contravene the opportunities identified for proposals within the 'Original Marlowes Zone' Town Centre Character Zone. Notwithstanding this, it is considered reasonable to impose a condition requesting full details of the specifications of external materials to be used to be submitted prior to the first occupation of the building to ensure that the overall design of the building is of a high standard.

With regards to landscaping, it is noted that the development may result in the loss of some vegetation at the site. However, on discussion with Dacorum Trees and Woodland Department, it is not considered that the proposal would result in harm to established vegetation that is of significant amenity value to protect. Notwithstanding this, it is considered reasonable to impose a condition requesting the submission of a Landscaping Plan, including details of boundary treatments and hardsurfacing, to be submitted prior to first occupation of the building. This will ensure that landscaping at the site is of a high standard and that built form is appropriately softened.

Having regard to all of the above, and subject to the imposition of identified conditions, and a further condition requesting full details of proposed bin/plant machinery stores, the proposal would be visually acceptable. As such, the proposal complies with identified local and national policy in this regard.

The potential impact on the living conditions of the occupants of surrounding neighbouring dwellings

Policy CS12 aims to preserve neighbouring amenity. Furthermore, guidance in paragraph 17 of the NPPF is to always seek to secure high quality design and good standard of amenity for all existing and future occupiers of land and buildings.

The proposed extension to the building, by virtue of its build, form, positioning and

single storey nature, would not result in significant and demonstrable harm to the living conditions of the occupiers of surrounding residential units, in terms of overlooking, overbearing and loss of light.

In terms of noise and disturbance, the building is currently vacant and the proposal would result in a mixed office/health care service building employing approximately 125 full time employees and 10 part time employees. The building would operate between the hours of 07.30am and 22.00pm seven days a week.

Though the change of use could result in increased vehicular movements to and from the site, given the town centre location and the nature of the proposed use, it is not considered that the development would result in significant harm in this regard over and above an operating existing lawful use of the building. As such, subject to a condition ensuring that the building operates only during the above mentioned hours, the proposal is acceptable in terms of noise and disturbance.

It is also acknowledged that the new use may require additional lighting. To ensure that the proposal has no significant impact on the living conditions of the occupants of surrounding dwellings in this regard, it is recommended that a condition is imposed requesting the submission of the exact specification of all external lighting prior to the first occupation of the building. Subject to the imposition of this condition, the proposal would be in accordance with Policy 113 and acceptable in this regard.

Taking all of the above into account, subject to the imposition of identified conditions, the proposal would not significantly harm the living conditions of the occupants of surrounding residential units, in terms of overbearing, overlooking, loss of light and noise and disturbance. The proposal therefore complies with relevant local policy and national policy in this regard.

Highways and parking

Policy CS12 seeks to ensure developments have sufficient parking provision. Paragraph 39 of the Framework states that if setting local parking standards authorities should take into account the accessibility of the development, the type, mix and use of the development, availability of public transport; local car ownership levels and the overall need to reduce the use of high emission vehicles. Saved Policies CS8, 57 and 58 (and associated Appendix 5) of the Local Plan promote an assessment based upon maximum parking standards. This is not consistent with Policy CS12 and the Framework and, accordingly, more weight is given to the 'case by case' approach to parking provision prescribed in national policy and CS12

The proposed development would afford a total of 18 off-road parking spaces, including nine disabled bays, and would provide parking for eight bicycles and one motorcycle.

Overall, with particular regard to Policy 58 which states that parking provision may be reduced on the basis of the type and location of the development, given the nature of the proposed use and the highly sustainable town centre location, which is within close proximity of public parking and transport facilities, it is considered that parking provision would be acceptable and a refusal on these grounds alone would not be reasonable.

Turning to highway safety, Hertfordshire County Council Transport, Programmes and Strategy (HCCTPS) have been consulted and consider that access to and from the site would be acceptable and that the proposal would not result in any unacceptable impacts upon the immediate highways network. As such, no objection has been raised by HCCTPS and the proposal is considered acceptable in this regard.

It is, however, recommended that conditions are imposed ensuring that; the proposal is not used prior to the construction of alterations to vehicle crossovers, visibility splays are provided and maintained, parking spaces are laid out in accordance with submitted plans and are used only in association with the proposal thereafter and all vehicular access are suitably surfaced. These are considered reasonable and would ensure that the proposal remains acceptable in terms of highway safety.

Notwithstanding the above, it is noted that HCCTPS have requested a condition ensuring that swept paths are provided by the applicant showing that larger vehicles can appropriately enter and exit the site. However, drawing no. 112 Rev. C clearly shows that such vehicles could enter, manoeuvre within and then exit the site. As such, this condition is not considered to be necessary.

It is also noted that HCCTPS have requested a condition ensuring that all materials are stored within the curtilage of the site during construction to ensure the free and safe flow of traffic. However, as the developer must adhere to separate highways legislation which prohibits any such construction material disrupting the free flow of traffic, this condition is also not considered necessary. An informative is recommended in this regard.

Other Material Planning Considerations

(i) Refuse and Recycling

Saved Policy 129 seeks to ensure that developments have adequate storage for refuse and recycling. The proposal would afford several bin stores for general waste and for clinical waste – details of which are to be requested by condition. Taking this into account, and as drawing no. 112 Rev. C demonstrates that larger refuse freighters could enter, manoeuvre within and then exit the site appropriately, it is considered that the refuse could be incorporated into the existing service and the proposal is acceptable in this regard.

(ii) CIL and other Contributions

Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The proposal is for a Sui Generis use (mixed office/health care) only and, though liable for CIL, is not chargeable.

Conclusion

The proposal would provide health services and office units required by the existing and expanding town of Hemel Hempstead and would support the primary retail function of the Town Centre. Furthermore, the proposal would not result in any loss of jobs at the site and would be located within close proximity to public transport facilities and services. As such, the principle of the development is acceptable and the proposal represents sustainable development, in accordance with policy NP1 and the 'golden thread' of national policy.

The proposal has also been assessed in terms of its impacts on the character of the area, the living conditions of the occupants of neighbouring properties, highways and parking matters and on other relevant material planning considerations. It has been concluded that the proposal is acceptable in terms of the above and is therefore in accordance with identified local and national policy.

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

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

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

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans/documents: 210 Rev. A & 209 Rev. A & 208 Rev. A & 207 Rev. A & 206 Rev. B & 205 Rev. A & 112 Rev. C & 108 Rev. A & 001 & 002 & 003 & 004 & 005 & 006.**

Reason: For the avoidance of doubt, in the interests of proper planning, to ensure a satisfactory appearance to the development and to ensure that the proposal is acceptable in terms of highway safety, in accordance with Policies CS8, CS11 and CS12 of the Dacorum Core Strategy 2013.

- 3 Prior to construction of external walls/finishes full details of materials to be used for external surfaces of the approved operational development**

must be submitted to and approved in writing by the Local Planning Authority. Subsequently, these works shall be carried out and retained in accordance with approved details.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS11 and CS12 of the Dacorum Core Strategy 2013.

- 4 Prior to first occupation of the development hereby approved full details on a suitably scaled plan of both hard and soft landscape works must be submitted to and approved in writing by the Local Planning Authority. Subsequently, these works shall be in addition to those shown on the approved plans and shall be carried out and retained as approved. The landscaping details to be submitted shall include:-**

- a) means of enclosure;**
- b) planting plans, including specifications of species, sizes, planting centres, planting method and number and percentage mix;**
- c) details for all external hard surface within the site, including roads and car parking areas;**

Reason: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with Policies 99 and 100 of the Dacorum Local Plan 2004.

- 5 All planting, seeding or turfing and soil preparation comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following first occupation of the building; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written approval to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards unless otherwise agreed in writing by the Local Planning Authority.**

Reason: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policies 99 and 100 of the Dacorum Local Plan 2004.

- 6 Prior to the first occupation of the development hereby permitted full details, on a suitably scaled plan, of the proposed 'clinical and offensive bin store', 'Area for M&E plant' and 'general refuse and recycling bin store' as illustrated on drawing no. 112 Rev. C, must be submitted to and approved in writing by the Local Planning Authority. Subsequently, these works shall be in addition to those shown on the approved plans**

and shall be carried out and retained in accordance with approved details.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS11 and CS12 of the Dacorum Core Strategy 2013.

- 7 Prior to first occupation of the development hereby approved, full details of the specification of any external lighting must be submitted to and approved in writing by the Local Planning Authority. Subsequently the lighting associated with this development shall be in accordance with these approved details and retained as such thereafter.**

Reason: In the interests of the living conditions of the occupants of neighbouring units, in accordance with Policy CS12 of the Dacorum Core Strategy 2013 and Policy 113 of the Dacorum Local Plan 2004.

- 8 The development hereby approved shall not operate other than between the hours of 07.30am and 22.00pm.**

Reason: In the interests of the living conditions of the occupants of neighbouring units, in accordance with Policy CS12 of the Dacorum Core Strategy 2013.

- 9 The development shall not be brought into use until the alterations to the vehicle crossovers, as show on drawing no. 112 Rev. C, have been constructed in accordance with the approved plans.**

Reason: To ensure that the accesses are constructed to the current Highway Authority's specification as required by the Local Planning Authority, in accordance with Policy CS8 of the Dacorum Core Strategy 2013.

- 10 Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the accesses, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.**

Reason: In the interest of highway safety in accordance with Policy CS8 of the Dacorum Core Strategy 2013.

- 11 Pedestrian visibility splays of 2m x 2m shall be provided, and thereafter maintained, on both sides of the new vehicle crossovers, which will be**

restricted to a double width, as per Roads in Herts - Highway Design Guide 3rd edition guidance, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway.

Reason: In the interest of highway safety in accordance with Policy CS8 of the Dacorum Core Strategy 2013.

- 12 **The approved parking spaces shall have measurements of 2.4m x 4.8m respectively. Such spaces shall be maintained as a permanently ancillary to the development hereby permitted and shall be used for no other purpose.**

Reason: In the interest of highway safety in accordance with Policy CS8 of the Dacorum Core Strategy 2013.

- 13 **Before the premises are occupied all on site vehicular access, parking circulation areas shall be surfaced in accordance with details approved by the Local Planning Authority. Arrangements shall also be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.**

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises, in the interest of highway safety in accordance with Policy CS8 of the Dacorum Core Strategy 2013.

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informatives

1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone

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