

DEVELOPMENT MANAGEMENT COMMITTEE
Thursday 27rd April 2017 at 7.00 PM

ADDENDUM SHEET

Item 5a

4/03473/16/MFA – CONSTRUCTION OF A CARE HOME FOR THE ELDERLY AND A NEW GP SURGERY

32 HIGH STREET, KINGS LANGLEY, WD4 8AA

Additional Response from Hertfordshire County Council Highways

The Highway Authority can confirm that after reviewing the plans, the turning facility within the site is deemed acceptable for a large vehicle such as a rigid refuse vehicle to enter, turn around and leave in a forwards gear. However, it is just as likely that the refuse vehicle may well in practice reverse into the site but ultimately it is clear from the drawings that there is the facility to enter and leave in a forwards gear rather than reversing back out onto the highway. The second plan of track runs/ swept path analysis for the same vehicle reversing into the site is noted by the Highway Authority.

Whilst the Highway Authority understands that the sites refuse collection will be by a private contractor, the size of vehicle tracked is considered to be similar to that used by the local authority in terms of a like for like comparison.

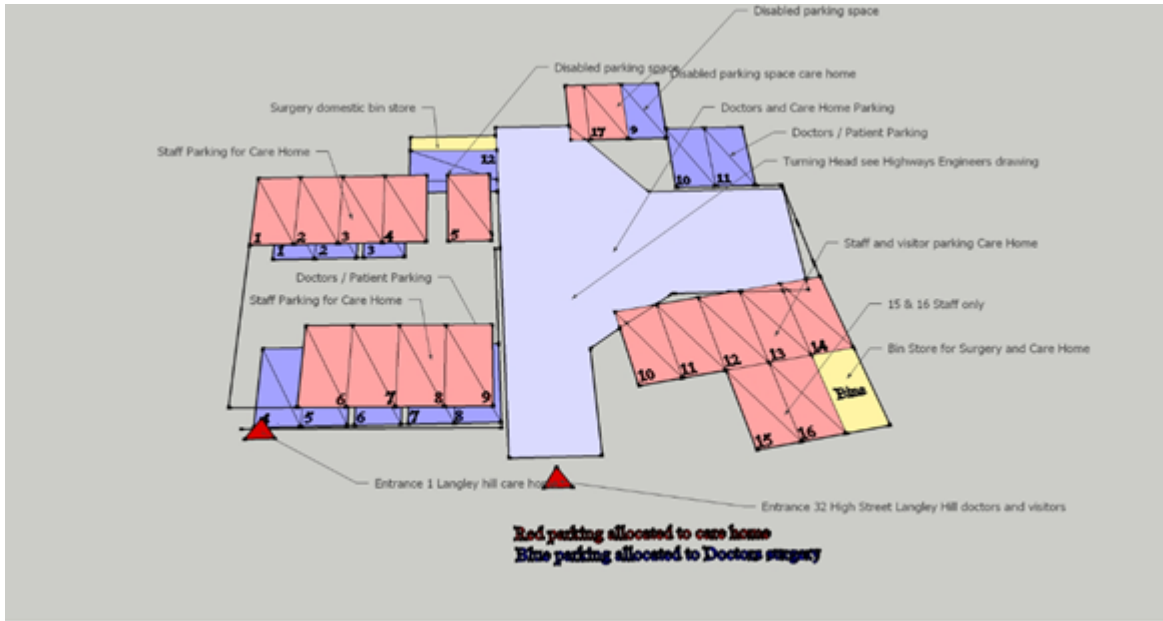
Recommendation

As per the published report

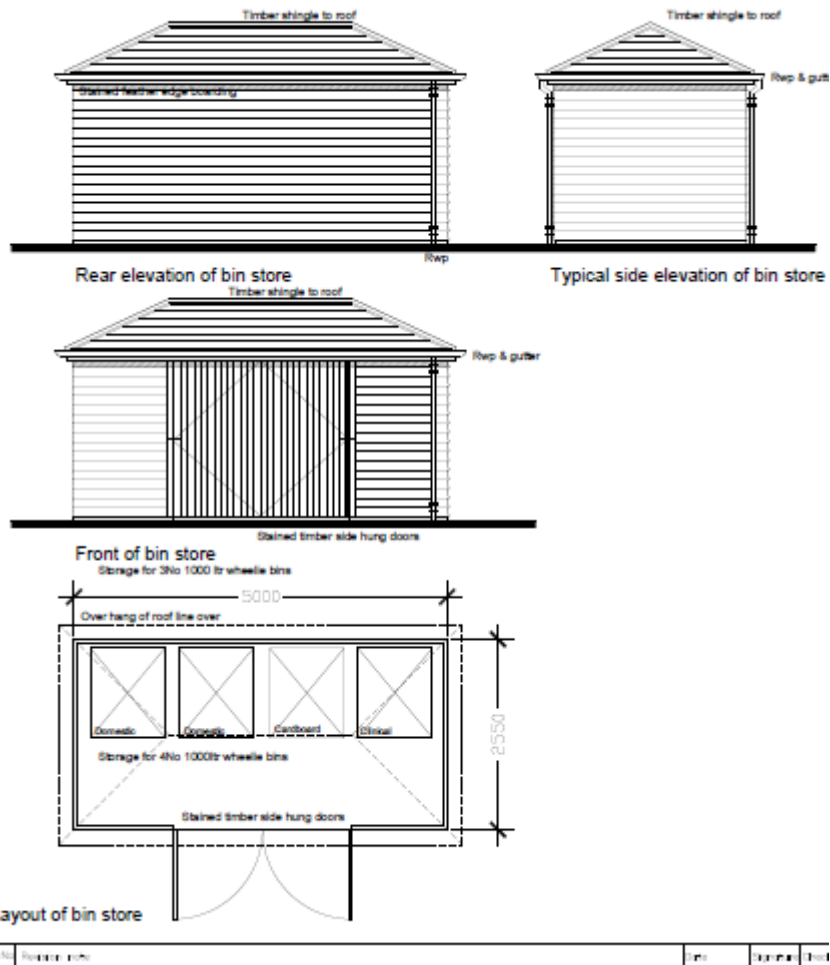
Please Note : The attached drawings have been submitted since the previous meeting and have been considered by Hertfordshire County Council Highways:

(1). Annotated 3D Parking Layout

- Drawing 117215-1801 (003) showing the refuse vehicle tracking – reversing into site



(2). Drawing no. 79 showing the Communal Bin Store for the Care Home and Surgery.

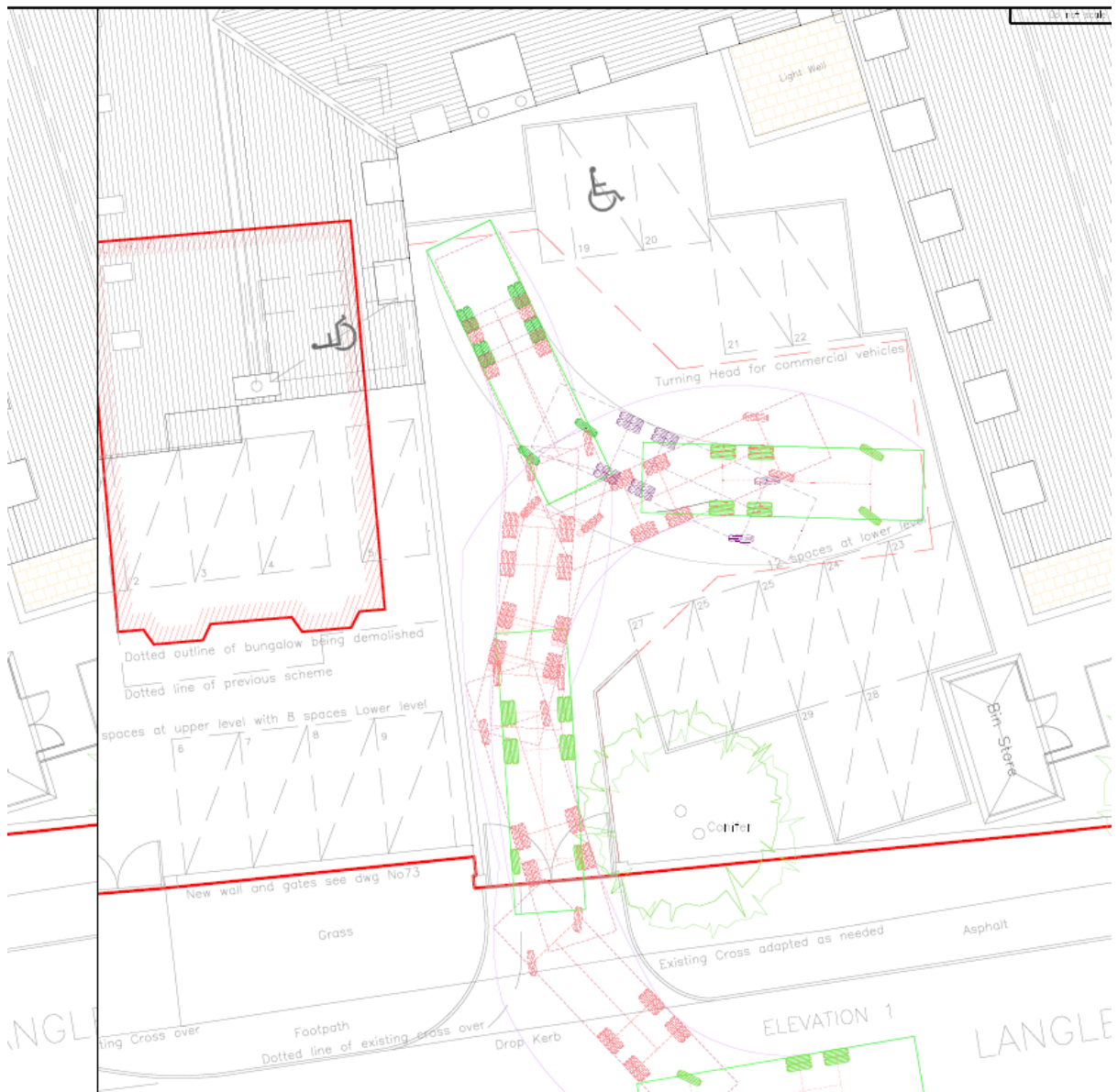


3. Drawing 117215-1802 (002) showing the Refuse Vehicle tracking –Exiting in Forward Gear

3 A



3B



4. Drawing 117215-1801 (003) showing the Refuse Vehicle Tracking – Reversing into site

4A



4B



4C



4D









Drawing Notes/ Key

NOTES:

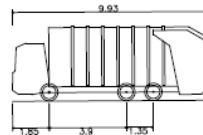
1. VEHICLE TRACKING SHOWN HAS BEEN CARRIED OUT USING AUTOTRACK VERSION 9.01b AND IS BASED UPON RIBBEX MERCEDES 2628LL REAR STEER.
2. TRACKING SHOWN HAS BEEN BASED UPON INFORMATION SUPPLIED BY B&M DESIGN & BUILT DRAWING No. 70d.

TRACKING INDICATOR

-  IMPACT
-  ALERT – PROBABLE IMPACT WITH OBSTRUCTION (0–499mm).
-  CAUTION – CLOSE PROXIMITY TO OBSTRUCTION. (500–999mm)
-  TRACKING CLEARANCE APPEARS SATISFACTORY (1000mm+).
-  BLIND SIDE MANOEUVRE.
-  SEVERE STEERING / TURNING ON THE SPOT.

 FORWARD MANOEUVRE OF REFUSE TRUCK

 REVERSE MANOEUVRE OF REFUSE TRUCK



Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)
 Overall Length 9.930m
 Overall Width 2.490m
 Overall Body Height 4.749m
 Min Body Ground Clearance 0.302m
 Track Width 2.490m
 Lock to Lock Time 4.00s
 Wall to Wall Turning Radius 9.100m

Item 5b

**4/03378/16/ROC – VARIATION OF CONDITION 2 (APPROVED PLANS)
ATTACHED TO PLANNING PERMISSION 4/03120/16/NMA - NON-MATERIAL
AMENDMENT TO PLANNING PERMISSION 4/02419/04/FUL (RESIDENTIAL
DEVELOPMENT OF 325 DWELLINGS, PROVISION OF OPEN SPACE,
LANDSCAPING, FOOTPATH LINKS AND ASSOCIATED HIGHWAY
IMPROVEMENT WORKS INCLUDING NEW RAILWAY CROSSINGS
(VEHICULAR AND PEDESTRIAN))**

LAND ADJ. THE MANOR ESTATE, APSLEY, HEMEL HEMPSTEAD, HP3 9SE

Additional information

An additional street scene has been submitted on Drg. No. APSL_06_108 rev C showing the focal square on entry from King Edward Street. Other plans have been updated in relation to minor detail.

Amended Condition

29. The development hereby permitted shall be carried out in accordance with the following approved plans:

**AP 7-20-02 G - Ground Floor Structural
AP 7-20-03 G - First Floor Structural
AP 7-20-04 G - Second Floor Structural
AP 7-20-08 C - Front & Side Elevations
AP 7-20-09 A - Rear & Side elevations
APSL-06-107 C - Apsley Phase 6 Proposed plans and Sections
APSL-06-108 C - Apsley Phase 6 Proposed Finished Floor Levels & Street
Scene 13
APS6-02-300 K - Phase 6 fence key plan
JBA 11-249-06 Rev B - Apsley Phase 6 detailed plots and POS
APT_720_DORM1A**

together with the following plans approved under 4/02419/04/FUL:

(Boast Associates)

**P001 rev A – Location plan
P003 rev L – TWA-4 Site layout – sheet 2
P004 rev L – TWA-4 Site layout – sheet 3
P005 rev H – TWA-3 Site layout – sheet 4
P006 rev E – Overall site layout
P008 rev D – House type A1
P009 rev C – House type B
P010 rev C – House type B1
P011 rev D – House type C1/D1 Plans
P012 rev D – House type C1/D1 Elevations
P014 rev C – House type E
P015 rev C – House type E1/E2
P016 rev C – House type E1
P017 rev C – House type F**

P019 rev B – House type G1
P022 rev C – House type J
P025 rev C – House type K1
P027 rev C – House type M
P028 rev C – House type N
P029 rev C – House type O/O1
P030 rev D – House type P
P031 rev E – House type R
P032 rev C – House type S
P033 rev C – House type V
P034 rev C – House type W
P035 rev B – House type X/Y
P036 rev A – Bin/bike stores
P038 rev D – House type 2B4P (affordable)
P039 rev D – House type 3B5P (affordable)
P040 rev C – House type 4B6P (affordable)
P041 rev C – Flats, plots 179-182
P042 rev C – Flats, plots 21-26
P043 rev D – Flats, plots 27-34
P044 rev C – Flats, plots 154-165
P045 rev C – Flats, plots 166-173
P048 rev D – TWA3 Flats, plots 6-11
P049 rev C – TWA-3 Flats, plots 12-17
P050 rev B – Street elevations 1-6
P052 rev B – Street elevations 14-15
P059 – Affordable housing site locations
P060 – Play area locations
P061 rev A – 3D view: focal square 3
P062 rev A – 3D view: home zone 1
P063 rev A – 3D view: focal square 2
P064 rev A – 3D view: village green
P065 rev A – 3D view: public open space
P066 rev A – 3D view: focal square 1
P067 – 3D view: TWA-3 general view
P068 – Drawing showing privacy of rear garden to 85 West Valley Road
P069 – Street elevation 16
P070 – Street elevation 17
P071 – Storey heights
P072 rev B – Site layout showing public open space

(MJA Consulting)

3595-OS-01
3595-OS-02
3595-OS-03
3595-OS-04
3595-OS-05
3595-OS-06
3595-OS-07
3595-E10
3595-EX04

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

Recommendation

As per the published report

Item 5c

**4/01064/16/FUL – NEW BUILDING TO ENCLOSE EXISTING BUILDING.
EXISTING BUILDING TO REMAIN WITHIN THE NEW STRUCTURE**

WAGON AND HORSES, LONDON ROAD, FLAMSTEAD, ST. ALBANS, AL3 8HG

Recommendation

As per the published report

Item 5d

**4/00157/17/FUL – DEMOLITION OF EXISTING BUILDING AND CONSTRUCTION
OF FOUR 4-BED DWELLINGS**

TRING HEALTH CENTRE, STATION ROAD, TRING, HP235NF

Recommendation

As per the published report

Item 5e

**4/03281/16/FUL – CHANGE OF USE FROM BEAUTY SALON (SUI GENERIS) TO
A5
39 FROGMORE STREET, TRING, HP23 5AU**

Recommendation

As per the published report

Item 5f

**4/02580/16/FUL – CONSTRUCTION OF DETACHED TWO BEDROOM, TWO
STOREY DWELLING WITH ASSOCIATED PARKING.
1 THE CART TRACK, BELSWAINS LANE, HEMEL HEMPSTEAD, HP3 9XA**

Additional Response from Hertfordshire County Council Highways

Application type

Full application

Proposal

Construction of detached two-bedroom, two-storey dwelling with associated parking.

Amendment

amended and/or additional plans/information has been submitted

Decision

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

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. Visibility Before the accesses are brought into use the site frontage shall be kept free of all obstruction to visibility over a height of 0.6m for a distance of 0.65m to both sides of the driveway above the adjoining footpath level.

Reason: To provide adequate visibility between the existing highway and the proposed access and to make the access safe and convenient for the traffic that is likely to use it.

2. The proposed car parking spaces shall have measurements of 2.4m x 4.8m min. and be located on land within the ownership of the applicant. Such spaces shall be maintained as a permanent ancillary to the development and shall be paved and 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.

3. 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.

4. The development shall not be brought into use until the new vehicle crossover has been constructed to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction.

Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use.

5. 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.

6. Road deposits. Best practical means shall be taken at all times to ensure that all vehicles leaving the development 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.

Reason: To minimise the impact of construction vehicles and to improve the amenity of the local area.

I should be grateful if you would arrange for the following note to the applicant to be appended to any consent issued by your council:-

INFORMATIVE NOTES

1. The Highway Authority requires the alterations to or the construction of the vehicle crossover 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

4. Planting Trees in the Highway. Trees may only be planted on the existing highway with the written consent of HCC. Hertfordshire Highway Tree Strategy can be found on this link:

<https://www.hertfordshire.gov.uk/about-the-council/freedom-of-information-and-council-data/open-data-statistics-about-hertfordshire/what-our-priorities-are-and-how-were-doing/highways-plans-and-strategies.aspx>

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 Erection of a detached two bedroomed two storey dwelling with associated parking on land adjacent to 1, The Cart Track, Hemel Hempstead, as detailed on drawing number J1393/P02 Rev A.

PARKING

The new property will be provided with two tandem parking spaces on a proposed new hardstanding adjacent to the new property.

ACCESS

The new parking spaces are to be accessed via a new VXO on The Cart Track, which is shown on Definitive Maps as a public Byway Open to all Traffic (BOAT) Hemel Hempstead BOAT 070.

A new pedestrian access is also to be provided.

HIGHWAYS TREE STRATEGY

I notice from drawing number J1393/P02 Rev A that the red line drawing includes land belonging to Highways, and there is a proposal to plant two new trees within Highways Land. The applicant's attention, therefore, is drawn to Hertfordshire Highway Tree Strategy, as provided in Informative Note 4 above, specifically section 4.9, which states:

- Trees may only be planted on the existing highway with the written consent of HCC.
- Planting where utility apparatus or structures are within the mature 'zone of influence' (as defined by the National House Builders Council Standards Chapter 4.2) of the tree will not usually be permitted.
- A suitable third party maintenance agreement or commuted sum covering whole life cycle costs (i.e. installation, safety & service inspections and maintenance including safety related works, removal and replacement) must be in place as referenced in HCC's Roads in Hertfordshire - A Highway Design Guide

CONCLUSION

HCC as highway authority considers that the proposals would not have an unreasonable impact upon highway safety or capacity, subject to the conditions and informative notes above.

Additional conditions in light of further comments

1. Prior to first use of the development hereby approved, and henceforth following first use, the site frontage shall be kept free of all obstruction to visibility over a height of 0.6m for a distance of 0.65m to both sides of the driveway above the adjoining footpath level.

Reason: To provide adequate visibility between the existing highway and the proposed access and to make the access safe and convenient for the traffic that is likely to use it, in accordance with Policies CS8 and CS9 of the Dacorum Core Strategy 2013 and Policy 51 of the Dacorum Local Plan 2004.

2. The approved car parking spaces shall have measurements of 2.4m x 4.8m min. Such spaces shall be maintained as a permanent ancillary to the development and shall be paved and 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, in accordance with Policies CS8 and CS9 of the Dacorum Core Strategy 2013 and Policy 51 of the Dacorum Local Plan 2004.

3. Prior to first occupation of the development hereby approved all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval, in accordance with condition 4, 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, in accordance with Policies CS8 and CS9 of the Dacorum Core Strategy 2013 and Policy 51 of the Dacorum Local Plan 2004.

4. Prior to the first occupation of the development hereby approved, the new vehicle crossover shall be constructed to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction.

Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use, in accordance with Policies CS8 and CS9 of the Dacorum Core Strategy 2013 and Policy 51 of the Dacorum Local Plan 2004.

INFORMATIVE NOTES

1. The Highway Authority requires the alterations to or the construction of the vehicle crossover 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/>

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Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

Recommendation

As per the published report

Item 5h

**4/00403/17/FUL – THREE BED DWELLING
38 MEADOW ROAD, HEMEL HEMPSTEAD, HP3 8AJ**

Recommendation

As per the published report
