

**DEVELOPMENT CONTROL SERVICE UNIT**



**PLANNING CASEWORK  
DELEGATED REPORT**

**Application Number:** 4/00749/17 / FUL  
**Application for Proposal:** Full Planning Application  
DEMOLITION OF EXISTING HOUSE AND GARAGE AND CONSTRUCTION OF FOUR TWO BEDROOM APARTMENTS AND FOUR THREE BEDROOM APARTMENTS WITH PARKING AT BASEMENT LEVEL  
**Location:** 34 ALEXANDRA ROAD, HEMEL HEMPSTEAD, HP2 5BS

**Expected Decision Level:** Delegated  
**Case Officer:** Andrew Parrish  
**Registration Date:** 23 March 2017  
**Expiry Date:** 18 May 2017  
**Earliest Decision Date:** 24 November 2017  
**Officer's Site Visit Date:** 03 May 2017  
**Site Notice Date:**

**Summary of representations:**

Highways - 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 does not object to the development, subject to the conditions and informative notes below.

**CONDITIONS**

1. 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.

2. 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.

3. 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.

4. 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.

5. The gradient of access shall not be steeper than 1:10 for the first 5 meters from the edge of the carriageway.

Reason: So that vehicles may enter and leave the site with the minimum of interference to the free flow and safety of other traffic on the highway.

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:-

#### 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 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

The above application is for Demolition Of Existing House And Garage And Construction Of Four Two Bedroom Apartments And Four Three Bedroom Apartments With Parking At Basement Level

## PARKING

The proposal is for 8 parking spaces to be constructed at basement level. Drawing no PL-00 revC "Site Location and Block Plan" indicates that condition 1 above has been met.

## ACCESS

The site is located on Alexandra Road, Hemel Hempstead, which is an unclassified local access road, subject to a 30mph speed limit. There is an existing VXO on Alexandra Road and the proposal is to widen this. There have been no accidents in the vicinity of the site in the last 5 years.

This amendment is to create a ramp at the entrance to the site for vehicles to access the basement car park directly. Drawing no PL-00 rev C "Site Location and Block Plan" indicates that condition 5 above has been met

## 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

Valerie Spiers

Date 21/11/2017

Refuse Services - The waste storage area seems adequate. It looks like the collection vehicle will remain on the road. The slope down from the road is 1:12 which is quite steep so anything that can be done to lessen it would be good as the staff will be pulling the loaded bins uphill.

Any doors should be suitably robust and there should be no steps between the storage area and the collection vehicle.

They require 2 x 1100ltr euro containers for residual waste and 2 for comingled recycling and 2x 140ltr wheeled bins for food waste. The containers should be metal and be at least equal to the spec that Taylors supply.

Ray Houldey  
(13/11/17)

Cons - I think the sketch (labelled 'existing', but showing a new front elevation) does the original building justice and subject to final drawings, could be supported from a

design point of view.

I am not so concerned about a full heritage statement being produced, rather part of the D &A should fully justify the demolition of the building and the fact that the end design has respected the massing, scale and design of the original.

James Moir  
(13/11/17)

Cons - Thank you for consulting on this application, which represents a further iteration of previous schemes for this sensitive site.

Please note that 'Proposed Second and Third First Floor' opens as the Site Plan and Block Plan.

It is worth noting that as a non-designated heritage asset, there needs to be a well-argued justification for the demolition of the current house. Any replacement dwelling needs to be of a high quality design.

In regards to the present scheme, the split between the main bulk of the building and two-storey section over the 'carriage-way' is welcomed. Previous comments have been taken on board and features added to provide interest to the façade. These comprise a combination of 'Edwardian' detailing (bays/sashes/window arches) together with modern glass balconies. I have no objection to these different design approaches being used in tandem. The main problem is that the Edwardian character is predominant and this does not work successfully in conjunction with the verticality of the building. This relates to the fact that the building is too tall. A fourth storey could possibly be accommodated in a gable ended roof structure with well-designed dormers and projecting bay (the current building incorporates the latter in a beautifully executed fashion).

As it stands, the hipped/crown roof does not appear substantial enough in conjunction with the bulk of the façade. The roof is also compromised by the inclusion of a random rooflight on the front façade.

James Moir  
(17/08/17)

EHO - I noted the very large number of non neighbour objections on aesthetic and historical grounds in this instance, however these are not issues I could consider. From a purely environmental health standpoint I can have no objection to this proposal, although I would want to condition the development so that the neighbours are not disturbed by out of hours noisy construction work or fires.

Therefore I would recommend that conditions along the lines of those set out below be applied if this proposal is accepted:

- (1) Building work and all related activities on the site, including deliveries and collections shall only take place between 7-30 am and 6-30 pm on weekdays (Monday to Saturday inclusive) and no work shall take place on site on Sundays or Bank Holidays.

(1) No waste material, wood or other material shall be burnt on site at any time.

Richard Swan  
(11/08/17)

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#### CONDITIONS

1. 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.

2. 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.

3. 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.

4. 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.

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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/>

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## COMMENTS

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## PARKING

The proposal is for 8 parking spaces to be constructed at basement level. Drawing no PL-00b rev A3 "Site Location and Block Plan" indicates that condition 1 above has been met.

## ACCESS

The site is located on Alexandra Road, Hemel Hempstead, which is an unclassified local access road, subject to a 30mph speed limit. There is an existing VXO on Alexandra Road and the proposal is to widen this. There have been no accidents in the vicinity of the site in the last 5 years.

## 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

Valerie Spiers

Date 07/08/2017

I have no objection to make on environmental health grounds regarding this proposal but I would recommend the conditions below be added to any approval, in relation to the construction stage.

(2) Building work and all related activities on the site, including deliveries and collections shall only take place between 7-30 am and 6-30 pm on weekdays (Monday to Saturday inclusive) and no work shall take place on site on Sundays or Bank Holidays.

(3) No waste material, wood or other material shall be burnt on site at any time.

Richard Swan  
(24/05/17)

Tree Officer - There are 2 mature trees both situated on adjacent properties that would be affected by this development. A mature ash situated in Albion House and a mature yew situated in Alex Court. Without detailed information about site levels and any proposed changes to the existing levels, it would be difficult to fully assess the impact of the proposed development on these trees. I therefore recommend that the applicant provides the following documents:

A tree survey to include Root protection Areas of trees to be retained, a tree protection plan and an Arboricultural Method Statement. These should identify any negative impact on the above trees and their RPA and should include details of protective measures. The Tree Survey should be carried out in accordance with the British Standard 5837:2012, Trees in relation to Design, Demolition and Construction Recommendations.

Mansour Moini  
(3/05/17)

Herts Property Services - Herts Property Services do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within Dacorum's CIL Zone 1/2/3 and does not fall within any of the CIL Reg123 exclusions. Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.

(21/04/17)

Refuse Services - I looked at the plan and can see that there is provision for 4 x 1100ltr containers which is fine but can a little more space be made for 2 x 140ltr wheeled bins for food waste.

Consideration to the size and manoeuvrability of the collection vehicle and there should be no steps between it and the storage area.

Regards  
Ray Houldey  
(20/04/17)

Cons - We were unable to resist the loss of this graceful building but it was dependent on a replacement building which would do justice to the original.

The original had a Dutch gabled bay window projection which was subservient to the main roof, well detailed brick chimneys, subtle brick detailing to the eaves and openings, including blind panels between the bay storeys, and sashes responding in style to the ground, first and attic storey respectively.

The proposed mass and bulk of the replacement building sits reasonably comfortably between the two neighbours. The façade treatment however is bland; there is no distinction between the gable of the shallow projection and main roof, the chimneys are insignificantly small, and there is no hierarchy of fenestration over the three floors. There needs to be more detailing (eaves, possibly brick banding between the floors, better articulation of the openings) and modulation between the shallow projecting front bay and main range.

The Design and Access Statement states the current design respects the Victorian appearance of the original – this suggests little research has been carried out – the original building is Edwardian in style, and provides a template of high quality brickwork and design.

James Moir  
(19/04/17)

### **Comments received from local residents:**

The Oaks, Stapehill Rd, Wimborne - I fully support this application. The current building is only superficially attractive - on close examination it appears to be a "rotten tooth", and the replacement building is attractive, incorporates much local period design, and provides much needed modern homes. With it's Victorian/Edwardian construction I don't believe the current building could be retained in any way. I have looked closely at this building recently - I wonder how many of the objectors have.

(7/09/17)

25 Alexandra Rd - The applicant's revised planning application section on parking strikes me as not only being verbose and deliberately cryptic, it's also sheer fantasy. "...The pressure on the street parking will be reduced"?!? This is a simple case of mathematics. Local residents immediately lose two car parking spaces and will also have an influx of more residents and their vehicles. How many households have one car these days? Very few I would argue. I would respectfully remind the council that local residents already have to pay for the privilege of parking outside their own houses. More often than not we can't park outside our own houses or indeed even on Alexandra Road, because of amongst other things, the vehicles of Alexandra Guest House residents filling the street.

A more general comment on the application, whilst conceding local government is under pressure to introduce more housing; this should not be at the greater expense of

existing residents. In my humble opinion the simple fact of the matter is that Alexandra Road is already over developed. The application can quote nonsensical precedent till the cows come home, but the proposed development is in the wrong place.

(20/08/17)

Resident of Albyn Court - I am a resident/owner in Alex Court for 24 years.

Whilst I have no problem with developing the above, I have a couple of issues.

Too many flats for the size of the plot, I know from experience of living here this will impact on our car park. People will park in our car park. This creates problems for us to deal with.

Noise. We have had issues with this property and noisy residents. Balconies are a cause for concern, as voices travel late at night. Not all people consider others. There are no balconies on the buildings already here in the vicinity which means noise is minimal. I would like this to continue.

(11/08/17)

23 Alexandra Road - My family and I live at 23 Alexandra Road so are opposite the proposed development. I wish to raise an objection to the application on the following grounds:

Firstly, the proposed development means the loss of another heritage building, which seems contrary to recent investment to restore the historic Old town up the road. The proposal seems to imply that because there is currently a mix of old and newer buildings on Alexandra Road, this in some way justifies replacing the existing Red house with a larger modern equivalent. I would argue that the prior erosion of the character of Alexandra Road is actually a strong argument against further diminishing the character of this historic street. I strongly disagree that the existing property is "now architecturally incongruous within the street scene." The building fits perfectly with its immediate Victorian neighbours and although clearly run down, is still more in keeping with the fundamental character of the area than the existing bland modern buildings nearby. I would also suggest that over the six years I have lived opposite, the building has been allowed to descend into a state of disrepair quite deliberately. To now use the run down appearance as a reason to approve planning seems cynical and could set a worrying precedent for the future.

Secondly, I am concerned about the parking implications for residents in Alexandra Road. The proposed development will be situated between a guest house and a popular church. Illegal parking is already an issue, and despite paying for a residents permit, we are very often forced to park in adjacent streets. The proposal for basement parking for 8 cars is totally insufficient and it is worth noting that both Albyn House and Alex Court have vehicular side access and ample rear parking, thereby impacting much less on parking availability on Alexandra Road.

Thirdly, I am concerned about the impact of said development on the privacy of occupants such as ourselves, living opposite. Another very tall apartment block will encroach upon the privacy of our lounges and front facing bedrooms. It will reduce light into our homes and the influx of so many new residents in an already densely

populated and confined space will have an adverse affect on the neighbourhood. We have a right to the quiet enjoyment of our properties and it is my belief that the proposed development , when considered alongside the existing flanking developments of Albyn House, Alexandra Guesthouse and Alex Court , will have a dominating impact on our ability to do so.

I formally request that the council take these objections under consideration when deciding the application. Hemel Hempstead has seen a great deal of recent investment to preserve and enhance its historic elements. This proposal seems to fly in the face of this investment and I believe Alexandra Road should be protected from a further erosion of its character and historical significance as a matter of the utmost importance.

(24/04/17)

17 Albyn House - Objects on grounds of noise and disturbance, loss of light and privacy to bathroom, loss of light and overshadowing to rear steps.

(24/04/17)

25 Alexandra Road - As an immediate neighbour I wish to object to the proposed development as it will have a serious impact on the standard of living for me, my family, and my neighbours for the following reasons:

#### 4. Character of neighbourhood

The proposed development seems to be completely at odds with the recent substantial financial investment renovating aspects of historic Hemel old town, a stone's throw from this address. By losing another heritage building to a by comparison, larger and characterless modern equivalent diminishes the character and impact of Alexandra Road, Christchurch Road, Broad Street and indeed the reinvigorated old town itself. Further, I would contest the applicant's assertion (design and access statement) that the existing property "is now architecturally incongruous within the street scene". Viewed from the front of the property (as demonstrated in Enclosure 1), the property is completely fitting with its immediate Victorian neighbours in Alexandra Road/Broad Street.

Unsurprisingly, the photographs within the design and access statement portray the existing property in its most unflattering light. Any reference to the state of disrepair of the existing property is I believe a direct and deliberate result of non-maintenance by the owner. Using this as a reason to approve planning would set a dangerous precedent.

Just because there are existing bland large buildings in Alexandra Road, does not justify the transformation of historic Hemel Hempstead into the next Milton Keynes.

#### 5. Detrimental impact on residential amenities

The proposed development sits on a section of Alexandra Road that forms a busy conduit between the main arterial roads of Queensway and Midland Road. The blind bend/junction of Alexandra Road and Broad Street is very close to the

proposed development. There is no traffic calming measures or maximum traffic speed reminders. As an existing resident that is situated opposite the proposed development I can assure you that incidents of inappropriate motoring directly outside my residence/proposed development are very common.

Parking is already challenging for residents in Alexandra Road, despite having to pay for it. I would respectfully like to remind you the proposed development would be flanked already by the nearby Alexandra Guest House on one side (thirty bedrooms and six parking spaces (information source alexandraguesthouse.co.uk)), and by a popular public church on the other. The six allocated parking spaces for Alexandra Guest House are immediately in front of it, vehicles having access by crossing the pavement (sections of the kerb having been dropped). When the six allocated parking spaces are occupied, guest house residents seem intent on parking their vehicles within view of the guest house, very commonly on double yellow lines.

Illegal parking on yellow lines on the junctions of Alexandra Road/Broad Street and Alexandra Road/Christchurch Road is already very common owing to capacity, sometimes leading to public disputes between drivers. Because Alexandra Guest House (and its concomitant service deliveries), is situated on a sharp blind bend in the road, illegal parking forces drivers onto the wrong side of the road, unaware of the oncoming traffic.

If I have interpreted the planning application correctly there is a proposed net increase of six parking spaces (eight in the basement for the proposed development minus two on Alexandra Road for existing residents). The modern reality is that whoever occupies the proposed development apartments, there is a high probability that there will be more than one vehicle owner per apartment. Additionally, where do their visitors park?

The design and access statement implies that a precedent exists for the proposed development owing to the situation of the flanking Albyn House and Alex Court. Critically, both these developments have vehicular side access to seemingly ample rear parking thereby alleviating to a degree parking availability on Alexandra Road.

The reality of the proposed development and its twenty bedrooms is that the net increase of six parking spaces is grossly inadequate, further exacerbating the parking situation in not only Alexandra Road but also Broad Street and Christchurch Road, perhaps to the extent that it will impact public safety. I attach five photographs and amplifying comments at enclosure. Photographs one to four were taken yesterday Sunday 23 April 2017, photograph five was taken today 24 April 2017, which demonstrates that parking available is already at full capacity and related illegal/dangerous parking. Photograph 1 was taken outside Alexandra Guest House and pointing in the direction of Queensway and the old town (the proposed development would be to the immediate left of the two vehicles on the left of the photograph). Photograph 2 was taken opposite Alexandra Guest house at the junction of Alexandra Road and Broad Street pointing in the direction of Midland Road. Photograph 3 was taken at the junction of Alexandra Road and Broad Street very close to the proposed development, pointing into Broad Street. Photograph 4 was taken later in the same day from the same position as photograph 1. Photograph 5 was taken at the junction of Alexandra Road and Christchurch Road, pointing into

Christchurch Road.

The overbearing and unsympathetic proposed development will further diminish what is currently just about a safe residential environment into an accident black spot. Further, I would question the viability of undertaking the construction of the proposed development without danger to the general public and having to further severely limit existing residents from parking in the vicinity of their properties, again a privilege we have to pay for.

In summary, the proposed development is far too ambitious for both its site and its position on Alexandra Road.

#### 6. Loss of privacy

The proposed development sees an erosion of adequate privacy for the occupants of the residential properties to the rear of Albyn House and directly opposite in Alexandra Road and Broad Street; across what is a comparatively narrow road. The proposed development would severely encroach upon the privacy of lounges and numerous bedrooms.

I would urge you to consider the responsibilities of the council under the Human Rights Act in particular Protocol 1, Article 1 which states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land. I believe that the proposed development, in tandem with the existing flanking developments of Albyn House, Alexandra Guest House and Alex Court would have a dominating impact on us and our right to the quiet enjoyment of our properties. Further, Article 8 of the Human Rights Act states that a person has the substantive right to respect for their private and family life.

#### 7. Density of population

An influx in the number of new residents in line with the likely capacity of the proposed development into such a close and confined space will have an adverse impact on the neighbourhood in relation to noise and disturbance (not least to the adjoining Albyn House retirement housing).

I would argue that the area of Alexandra Road bordering Hemel Hempstead old town is already over developed, and the proposed development would detrimentally impact the health and well-being of local residents, the general public and the environment (in the context of developers 'garden gobbling' and the loss of mature trees).

I hereby formally request that the council take these objections into consideration when deciding the application.

(24/04/17

**Case officer's report:**

## Background

### Site and surroundings

The application site, known as The Red House, comprises a large Edwardian detached property on two and a half stories located within the Alexandra character area (HCA13) of Hemel Hempstead, close to the town centre. The property is a character house faced in high quality red brick with a red clay tile roof, and is of very interesting design with proud chimneys on either side of the front roof slope and a dutch gable to its front. The area has undergone a modest amount of redevelopment but retains a very strong presence of Victorian and Edwardian dwellings, forming the basis of the area's characteristics. The site is located on the northern side of Alexandra road, where there has been some significant redevelopment for flats, such as the site immediately south of the Broad Street junction and the two sites either side of the site (Alex Court to the north and Albyn House to the south). Opposite are two storey houses of various designs.

The building is in single family residential use with modest rear garden and has a driveway and garage to the side. Immediately adjoining sites to the north and south have been redeveloped for flats in recent years.

### Proposal

Permission is sought for the demolition of the existing building and the erection of a part 3 and a half / part two and a half storey building comprising 8 apartments with undercroft access to a rear parking area via a carriage arch from Alexandra Road.

### Relevant history

4/01412/12/PRE DEMOLITION OF EXISTING B&B/FAMILY HOME AND CONSTRUCTION OF BLOCK OF 14 FLATS  
Unknown  
19/09/2012

The only planning history at the site since 1980 is as follows:

A proposal for a first floor side and two-storey rear extension and use of first floor for offices (4/00937/88) was refused due to the harmful effect of introducing offices into a residential area and due to the inadequate and unsuitable access.

The history of the sites immediately adjacent to the site is as follows:

Alex Court (32/34 Alexandra Road): The erection of 14 flats (six 1-bed, and eight 2-bed) was granted under planning application 4/00591/92/FUL. This created a four-storey building and contained 29 parking spaces and a rear garden area.

Albyn House (36/38 Alexandra Road): Planning permission was granted for 26 elderly persons flats, split over two blocks (9 in the front block and 17 in the rear block) in 1991. In 1993 the retention of these flats without a warden flat was granted (4/00373/93/RET). Overall there are 14 parking spaces provided.

Alexandra Guest House (40/42 Alexandra Road): Planning permission was granted on appeal to partially demolish, extend and convert the building into 14 flats (LPA ref. for refusal is 4/03133/07/MFA). This permission has now expired. In 2008 planning

permission was granted to convert the guest house into a 39-bedroom 'easy-hotel'.

## **Constraints**

Situated within the "town" of Hemel Hempstead excluded from GB. It is within a primarily residential area. No other material constraints other than as set out in the relevant policies.

### Relevant policies

#### Dacorum Borough Local Plan 1991 - 2011

Policies 10, 13, 18, 21, 34, 51, 54, 58, 61, 63, 99, 100 and 111  
Appendices 1, 3, 5 and 7

#### Core Strategy (September 2013)

Policies CS1, CS4, CS10, CS11, CS12, CS15, CS17, CS19, CS27, CS29, CS31, CS32, CS35

#### Supplementary Planning Guidance

Residential Character Areas - HCA13 Alexandra Road  
Environmental Guidelines  
Accessibility Zones for the Application of Parking Standards (July 2002)

#### Supplementary Planning Documents

Water Conservation  
Energy Efficiency and Conservation  
Planning Obligations  
Affordable Housing (originally adopted January 2013)

#### Advice Notes

Sustainable Development Advice Note (March 2011) Note: This is in the process of being updated to reflect the content of the adopted Core Strategy  
Refuse Storage Guidance Note March 2015

## **Considerations**

Formal pre-app advice was sought in 2012 which concluded that the proposed redevelopment of the site for residential purposes is acceptable in principle but a number of criticisms of the design were identified as follows:

1. The existing house provides considerable relief to the bulk and monotony of adjacent development. The proposed development would see a 50 metre wide stretch of four-storey development that would be harmful to the character of the area.
2. The design of the block is monolithic, uninspiring and draws its inspiration

from the buildings of lesser quality within the street scene.

3. The loss of the existing building, an important local asset, can only be supported where an appropriate replacement is proposed.
4. The proposed development would result in significant harm to the residential amenities of the occupiers of the adjacent flats.
5. Insufficient car parking and rear amenity space is provided.
6. The frontage car parking is both visually poor and would compromise highway safety.
7. The proposed location of the bin store and the cycle storage next to the building entrance is inappropriate and raises safety and noise and disturbance concerns.

Overall, the development was considered to be a severe overdevelopment of the plot and the site of insufficient size to support a development of 14 flats together with the required parking and amenity areas.

It was advised that efforts should be made to reduce the height of the building (by losing at least one floor, and perhaps two floors), to improve the design (by drawing inspiration from the existing house and other character houses, rather than the adjacent blocks of flats), and to minimise its impact on the adjacent properties (by reducing the width, depth and height of the proposals). Such amendments would also have positive knock-on effects of increasing the amount of rear amenity space provided and of ensuring an adequate parking, bin storage and cycle storage provision.

### Policy and Principle

The site lies within the urban area of Hemel Hempstead wherein, under Policy CS4 of the Core Strategy residential development is acceptable in principle. In accordance with the Character Appraisal (HCA13) redevelopment is acceptable in this area.

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

Policies CS10, 11, 12, 13 and 35 together with saved Policies 51, 58, 99 and 100 and are relevant.

### Impact on Street Scene and Character of Area

The site falls within the Alexandra character area (HCA13) where there is a very strong presence of Victorian and Edwardian dwellings, forming the basis of the area's characteristics.

The Development Principles in HCA13 state that the use of detailing and architectural themes present on nearby or adjacent Victorian and Edwardian dwellings on new proposals is strongly encouraged. Flats are only acceptable along the northern section of Alexandra Road and buildings should not exceed two stories or be large scale except in the northern section. Buildings should also follow the established building

line.

The property is a late 19<sup>th</sup> to early C20<sup>th</sup> century property fronting Alexandra Road which itself developed away from the Old Town High Street in the 19<sup>th</sup> century with houses gradually being built along its length. 34 Alexandra Road reflects the Victorian / Edwardian development of this part of Hemel Hempstead and given its graceful design could be seen to have some heritage value. Unfortunately, following site inspections by the Conservation Officers in 2015, they advised that the building was not worthy of listing due to the significant internal alterations that had taken place. However, whilst unable to resist the loss of the building, the Conservation Officer has advised that its replacement is dependant on it doing justice to the original.

The original has a Dutch gabled bay window projection which was subservient to the main roof, well detailed brick chimneys, subtle brick detailing to the eaves and openings, including blind panels between the bay storeys, and sashes responding in style to the ground, first and attic storey respectively.

Unfortunately, the initially submitted proposals did not respond strongly to local character, identity or distinctiveness. The Conservation and Design Officer commented that the façade treatment was bland; there was no distinction between the gable of the shallow projection and the main roof, the chimneys were insignificantly small, and there was no hierarchy of fenestration over the three floors.

It was also considered that the eaves were unduly high giving rise to an over-dominant four-storey development compared with the neighbouring buildings of only effectively three storeys, whilst the main roof was considered to be a disproportionately small element of the overall height, further emphasising this over-dominance. In addition, the building failed to provide satisfactory separation from the neighbouring building, Alex Court, resulting in a largely unbroken / unmodulated appearance to the street scene at this point, which would not respect its current character, whilst also adversely affecting light received by flank windows in that property. The height, siting and unmodulated form was considered to create a bulk and mass that would have been monolithic and unwelcoming in scale compared to the generally domestic scale of the street scene.

The applicant was advised that the main eaves height should be reduced to below 3<sup>rd</sup> storey level, and the main front wall set back from the frontage / further off the boundary with Alex Court to provide greater spacing and modulation within the street scene. It was also considered that the bay feature should be visually strengthened and that there needed to be more detailing and modulation between the shallow projecting front bay and the main range, and that the windows should be larger / taller, especially on the lower floors.

In response to these comments, and following a long drawn-out iterative process of amendments, it is considered that these concerns have been satisfactorily addressed. The conservation Officer has advised that the split between the main bulk of the building and two-storey section over the 'carriage-way' is welcomed. Previous comments have been taken on board and features added to provide interest to the façade. These comprise a combination of 'Edwardian' detailing (bays/sashes/window arches) together with modern glass balconies which are considered an acceptable contrast of style in this case. The height of the building has been moderated with the eaves brought down to a little higher than that at Alex Court with dormers in the roof.

The proportion of roof to wall is also more reflective of the original proportions of the Edwardian building with a gabled rather than hipped design and a more intricate and graceful design of bay projection to the front has been incorporated which does justice to the original building, and the random roof lights have also been omitted from the roof. The crown roof design of the main roof has been obscured by suitable sloping of the roof between side gables which is welcome. Whilst it is unfortunate that the lower section over the carriage arch has not been treated in a similar manner, as this will be largely hidden due to its set back by the flank wall of Alex Court and its set back, there would be no material harm to the street scene.

The proposal would in general follow the Development Principles of HCA13. However, it is considered that timber rather than uPVC windows would better reflect the original character and detailing of the dwelling and pre-application advice that any replacement should do justice to the original. This would also be consistent with that negotiated on 17 Alexandra Road in 2015 which was a development arguably in replacement of a lesser quality building on the site.

In summary, the proposal would be in scale with the wider character of Alexandra Road, maintaining a modulated / indented character to the street frontage, and relief to what would otherwise be a considerable wall of high development along a 50 m stretch of frontage. In the immediate context there would be adequate spacing to adjoining properties, it would maintain the established building line to the frontage and draw for inspiration in its detailed design and materials on the existing Edwardian building.

Subject to conditions requiring samples of materials, and details of windows, dormers, balconies and front bay, joinery details and ornamental brickwork, it is considered that the proposal would accord with Policies CS10, 11, 12 and 13 and guidance in HCA13 on design.

#### Trees, landscaping and amenity space

A tree report has been undertaken following comments of the Tree Officer although does not relate to the most current layout. It is therefore recommended that a further report (arboricultural impact and protection methodology) be submitted prior to commencement of development.

The report identifies a number of trees on and around the site, including two ash trees overhanging the site at Albyn House and a Yew tree at Alex Court also overhanging the site. These are indicated to be retained subject to judicial pruning works on the sides overhanging the site. These were noted by the Tree Officer and case officer as the most significant and important to retain.

A no dig construction within root zone is shown on the site plan, although the area does not appear to extend fully to the root zone of the ash trees.

Indicative tree planting is indicated on the site plan subject to a detailed landscape scheme which would be recommended by condition. This includes landscaping to the frontage as well as perimeter areas to the rear which is considered acceptable and would help soften the ramped entrance.

With regards to private amenity space, Appendix 3 seeks an area equivalent to the footprint of the building for two storey development plus additional space reflecting

additional storeys. A small area to the rear of the building is proposed which is significantly below the above standard. However, balconies are also proposed for 4 of the dwellings facing the rear. Balconies are not proposed to the front as this could detract from the character of the building. However, a front garden is proposed with light well which could serve the needs of Flat 1 which is below the level of the road. Details of access to this area would be recommended as a condition, notwithstanding details submitted. Given the proximity to the town centre and Gadebridge Park, it is considered that a refusal on grounds of lack of private amenity space might be difficult to defend in this case subject to the above and provided the small rear amenity space is landscaped to a high quality (including high quality hard surfacing materials to the car park), and includes seating.

The proposal would comply with Policy CS12 and Appendix 3.

### Access and parking

Herts Highways has assessed the proposal and raised no objections on highway safety grounds from the new access or car parking subject to conditions and informatives.

Parking provision should accord with parking standards as assessed against saved Policy 58 and Appendix 5 of the Borough Plan. The site falls within Zone 2 where the full quantum of parking should be met. 8 parking spaces are required and the proposal provides 8 spaces to the rear. The site is close to the town centre and within easy walking distance, and there are parking controls in the area and a public car park nearby. Furthermore, in considering the adequacy of car parking in respect of an appeal proposal at 17 Alexandra Road recently (in Zone 3), the Inspector considered that this was a location where one space per unit would be sufficient to meet the needs of residents and that LP Policy 58 allows for parking to be omitted or reduced in areas of high accessibility, reinforced by Policy CS8.

Cycle stores are proposed, although it would appear that there would only be sufficient provision for 4 of the flats. Further details are sought through the landscape condition which has been agreed by the applicant.

The Refuse Services Manager has indicated that gradients should be moderated to ensure that Euro bins can be easily pulled to the frontage. This has been accepted by the applicant. Proposals are recommended as part of the landscaping requirements.

Subject to the above, the proposal is considered to accord with Policies CS8, 12 and saved Policy 58.

### Impact on neighbours

A number of neighbour objections have been received raising concerns on grounds of:

- Loss of character and heritage;
- Inadequate parking impacting on availability of existing on-street parking;
- Loss of privacy to properties to rear of Albyn House and opposite Alexandra Road / Broad Street;
- Dominating impact on properties opposite;

- Loss of light to properties opposite;
- Noise and disturbance from balconies;
- Loss of mature trees;
- Overdevelopment;

One letter of support has been received.

Following recent reconsultation on revised plans, no neighbour comments have been received.

The revised proposal is not considered to have any significant effect on residential amenities. From windows, there would be no overlooking of adjoining properties to the rear or side that could justify refusal. Some potential overlooking of Alex Court from balconies is noted as residents could look back into living room windows. It is recommended that details of privacy screens be sought by condition.

There would be no material loss of light to windows in the side of Albyn House which serve non-habitable rooms (bathrooms) as the proposed building would be sited further from the boundary. Windows in the side of Alex Court serve as secondary windows to kitchens but given the distance to the boundary would still maintain good lighting at 1.5 m distance given the limited height of the proposed 2 and a half storey element.

The proposed scale, height and bulk of the development is considered acceptable and will not adversely impact on residential amenities.

The proposal is not considered to be an over-development.

The proposal would comply with Policy CS12.

#### Sustainable Design and Construction

Policy CS29 of the Core Strategy seeks to ensure that development within the Borough is carried out sustainably and meets a number of criteria, inter alia, in respect of water conservation, SUDS, energy conservation, waste reduction, reuse of materials, etc.

A sustainability statement has been submitted. However, this is not considered satisfactory as it does not appear to relate to the development concerned, nor does it utilise the latest CS29 checklist on the website. A sustainability statement is recommended as a condition.

It is also recommended that details of SUDS measures be submitted for approval prior to commencement.

#### Other matters

There is no need for any affordable housing within the development because the number of homes proposed and the site area are below the thresholds in Core Strategy Policy CS19 and also below the national threshold of 11 dwellings or 1000 sq m gross combined internal floorspace as set out in the NPPG. Furthermore, a financial contribution is not required in view of the waiver in paragraph 8.3 of the Council's Affordable Housing Supplementary Planning Document (September 2013).

Due to the introduction of CIL from July 2015, there is no general requirement for other contributions to physical and social infrastructure as required by the Council's adopted Planning Obligations Supplementary Planning Document. The proposal therefore complies with saved Policy 13 and CS35 of the Core Strategy.

Reason why application delegated/committee item	Not contrary to Parish Council, not called in by ward councillor and otherwise complies with scheme of delegation
Reason(s) why application overtime in terms of 8/13 week deadline	Negotiating amendments - PPA agreed
Plans checked on Anite	Yes
All gateway, Anite, email, letter, consultee and neighbour rep screen comments checked and summarised above	Yes
CIL Additional Information Forms Checked and amended as necessary.	Yes

**Recommendation:** Grant

- 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.

- No development other than demolition, site preparation and groundworks shall take place until samples of the materials proposed to be used on the external surfaces of the development (including the driveway surfacing and brick bond) hereby permitted shall have been provided on site as a sample panel at least 1 metre by 1 metre and summary details submitted to and approved in writing by the local planning authority. The approved materials shall be used in the implementation of the development.**

Reason: To ensure a satisfactory appearance to the development and street scene in accordance with Policy CS12 of the Dacorum Core Strategy September 2013 and guidance in HCA13.

- With the exception of the use of uPVC, the development shall be carried out in accordance with the approved plans and elevations and no development other than demolition, site preparation, groundworks, site investigation and remediation shall take place until 1:20 details of the design and appearance of the following shall have been submitted to and approved in writing by the local planning authority:**

- all new windows, external doors and openings (including materials, finishes, cills, window headers). The details shall include vertical and horizontal cross-sections through the openings to show the position of joinery within the openings;
- dormer windows;
- Front bay;
- eaves joinery and rainwater goods;
- Ornamental features and chimney corbelling;
- Balconies;
- Bin and cycle stores;
- Front boundary wall (including brick bond).

The development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory appearance to the development and street scene in accordance with Policy CS12 of the Dacorum Core Strategy September 2013 and guidance in HCA13.

- 4 **Notwithstanding any details submitted, no development other than demolition, site preparation and groundworks shall take place until details of how the ground floor flat will be able to gain access to the light well shown on Drg. No. 1488/PL-06 Rev C shall have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved detail.**

Reason: To ensure satisfactory provision is made for private amenity space in the development in accordance with Appendix 3 of the Dacorum Borough Local Plan 1991-2011. Given the sub-standard private amenity provision in the development it is considered that all available areas should contribute to the overall provision.

- 5 **Notwithstanding any details submitted, no development shall take place until a tree protection plan and an Arboricultural Method Statement, shall have been submitted to and approved in writing by the local planning authority. The details should be carried out in accordance with the British Standard 5837:2012, Trees in relation to Design, Demolition and Construction Recommendations. The details as approved shall be undertaken in accordance with the approved details and any tree protection shall be put in place before any equipment, machinery or materials are brought on to the site for the purposes of the development, and prior to any demolition works taking place. The tree protection measures shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area of tree protection and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.**

Reason: To ensure a satisfactory appearance to the development and to

safeguard the visual character of the immediate area in accordance with saved Policy 99 of the Dacorum Borough Local Plan 1991-2011 and Policies CS12 and 13 of the Dacorum Core Strategy September 2013. The details are required before commencement to ensure that the measures are in place prior to demolition works.

**6 No development other demolition, site preparation and groundworks shall take place until full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details shall include:**

- **hard surfacing materials;**
- **means of enclosure;**
- **soft landscape works which shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;**
- **biodiversity features such as bat or bird boxes;**
- **proposed finished levels or contours, including proposals to reduce gradients in relation to hauling bins up the driveway;**
- **secure cycle storage for 8 dwellings;**
- **minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc);**
- **proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc, indicating lines, manholes, supports etc);**

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

**Any tree or shrub which forms part of the approved landscaping scheme which within a period of five 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 species, size and maturity to be approved by the local planning authority.**

Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with saved Policies 99 and 100 of the Dacorum Borough Local Plan 1991-2011 and Policies CS12 and 13 of the Dacorum Core Strategy September 2013.

**7 Notwithstanding any details submitted, no development shall take place until a sustainability statement, completed through the on-line CS29 Checklist at <http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/sustainable-development>, shall have been submitted to and approved in writing by the local planning authority.**

Reason: To ensure the sustainable development of the site in accordance

with Policy CS29 of the Dacorum Core Strategy September 2013. The details are required before commencement as if they are deferred until after commencement the final specifications and materials will already have been decided which may limit options for sustainability measures.

- 8 **Notwithstanding any details submitted, no development other than demolition shall take place until plans and details showing how the development will provide for sustainable urban drainage shall have been submitted to and approved in writing by the local planning authority. The approved measures shall be provided before any part of the development is first brought into use and they shall thereafter be permanently retained.**

Reason: To ensure the sustainable development of the site in accordance with the aims of Policy CS29 of the Dacorum Core Strategy September 2013 and adopted Supplementary Planning Guidance.

- 9 **The development shall be carried out in accordance with the approved heights and relative levels shown on Drg. No. 1488/PL-09 Rev C, 10 Rev C and 11 Rev C.**

Reason: For the avoidance of doubt and to ensure a satisfactory form of development in accordance with Policies CS11, 12 and 13 of the Dacorum Core Strategy September 2013.

- 10 **The development hereby permitted shall not be occupied until the arrangements for vehicle parking, circulation and access shown on Drawing No. 1488/PL-00 Rev C shall have been provided, and they shall not be used thereafter otherwise than for the purposes approved. Arrangements shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge onto the carriageway.**

Reason: To ensure the adequate and satisfactory provision of off-street vehicle parking facilities, satisfactory access into the site and to avoid the carriage of extraneous material or surface water into the highway in the interests of highway safety in accordance with saved Policies 51, 54 and 58 of the Dacorum Borough local Plan 1991-2011 and Policy CS12 of the Dacorum Core Strategy September 2013.

- 11 **No development shall take place until a Construction Management Plan shall have been submitted to and approved in writing by the local planning authority. The statement shall provide for:**

- the parking of vehicles of site operatives, contractors and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- construction access arrangements;
- wheel washing facilities;
- measures to control dust and dirt during construction;

**The details shall include a plan showing the proposed location of these areas. The approved statement shall be adhered to throughout the construction period.**

Reason: To minimise danger, obstruction and inconvenience to users of the highway in accordance with saved Policy 51 of the Dacorum Borough Local Plan 1991-2011. The details are required before commencement of development as it is necessary to ensure that the measures are planned and in place at the start of construction.

- 12 **The development shall not be occupied until details of a privacy screen to the balconies hereby permitted shall have been submitted to and approved in writing by the local planning authority. The approved screens and fence shall be installed as an integral component of the development prior to first occupation and shall thereafter be permanently retained in position.**

Reason: In the interests of the residential amenities of the adjacent flats at Alex Court in accordance with Policy CS12 of the Dacorum Core Strategy September 2013.

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

21268 Rev 1  
1488/PL-04  
1488/PL-05  
1488/PL-03  
1488/PL-01  
1488/PL-02  
1488/PL-00 Rev C  
1488/PL-06 Rev C  
1488/PL-07 Rev C  
1488/PL-08 Rev C  
1488/PL-09 Rev C  
1488/PL-10 Rev C  
1488/PL-11 Rev C

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

Article 35 Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the pre-application stage and determination process which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

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 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

### Environmental Health

#### 1) Noise on Construction/Demolition Sites

The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites. And the best practicable means of minimising noise will be used. Guidance is given in British Standard BS 5228: Parts 1, 2 and Part 4 (as amended) entitled 'Noise control on construction and open sites'.

#### 2) Construction hours of working – plant & machinery

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0800hrs to 1800hrs on Monday to Friday 0800hrs to 1230hrs Saturday, no works are permitted at any time on Sundays or

bank holidays

3) Dust

As advised within the application documentation, dust from operations on the site should be minimised by spraying with water or by carrying out 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) Bonfires

Waste materials generated as a result of the proposed demolition and/or construction operations shall be disposed of with following the proper duty of care and should not be burnt on the site. Only where there are no suitable alternative methods such as the burning of infested woods should burning be permitted.

**This application was supported by the following:**

Design and Access Statement  
Heritage asset Impact Assessment Nov 2017  
Tree Report July 2017  
CS29 Sustainability Checklist  
CIL form

**Signed:** AJC Parrish

**Dated:** 14/12/17

**Case Officer**

**Team Leader**

**Dated:**