



# 2 Glenview Road, Hemel Hempstead, Herts, HP1 1TE

**Design and Access Statement, September 2019**

**DA/1423/PA/C**

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# Introduction

This Statement relates to the demolition of a rear single storey kitchen extension and outbuildings with construction of a first floor rear extension and loft conversion for the existing dwelling at 2 Glenview Road together with construction of two new dwellings, associated parking and landscaping.

The following site constraints and opportunities are observed:

1. The property is a semi detached dwelling with an outbuilding on a large corner plot
2. The property has the benefit of a historic approved side extension
3. The existing property has an oversized garden in which the proposals are being considered.
4. The existing property has a wider than normal plot size that could support an independent dwelling subject to planning approval
5. The property is an elevated dwelling raised above the public highways of Glenview Road and Lockers Park Lane.
6. The property has the benefit of a detached double garage and workshop served off the existing vehicular access which serves Sunnyhill Road
7. The vehicular access remains as existing in these proposals
8. The proposed Glenview Road elevations will remain similar to the existing with render whilst the Lockers Park Lane elevations will be in brickwork to match the subtle change in materials for the adjacent detached dwelling.
9. The existing dwelling has a single storey rear elevation constructed in lightweight materials used as a kitchen which is proposed to be removed as part of the application.
10. The proposals would include rebuilding the existing lightweight extension and create a new flat roof with a lantern styled roof lights fitted.

## Planning History

Planning approval for a single storey side extension, ref 4/01296/92/4.

Planning Application for extending the existing dwelling and three new dwellings ref 4/01976/18/FUL was withdrawn

## Plot Potential

This application proposes modifications to the existing dwelling and construction of two new dwellings. Less plots with smaller dwellings and more parking spaces than the previous withdrawn application.

1 dwelling will be attached to the East side of the existing dwelling in Glenview Road creating a stronger detail at the street corner. This plot has been reduced in size and replanned internally with the entrance door to the Lockers Park elevation.

1 smaller 2 bed detached dwelling is now proposed at the North Boundary of the the under-used garden set deeper into the plot facing East towards Lockers Park Lane improving the otherwise blank fenced elevation fronting the existing verged footpath and highway.

The existing tracked rear access to the North of the site would allow the re-use of the existing parking and provide 2 number parking spaces for each of the proposed dwellings , 6 in total.

This creates a unique opportunity to generate two new small dwellings.

This application has been subject to a Pre-Planning application to obtain the Planning Officer's more formal support of the suggested details and agree the parameters leading towards this revised Full Planning Application.

# The site and surroundings

The site is located to the North East end of Glenview Road at the junction of Lockers Park Lane, Hemel Hempstead. The site currently comprises of a semi detached dwelling and gardens with an double garage and workshop outbuilding with on plot parking for two cars served from the shared access at the North of the site off Lockers Park Lane. The site comprises an area of 0.055 hectares.

The site comprises of a two storey property at 2 Glenview Road and its curtilage. The site is in a residential area and falls within the Hammerfield North character Area HCA9. The double garage to the North of the site is proposed to be demolished leaving its parking hardstanding to be adjusted for additional parking.

Glenview Road is built on a particularly steep area of sloping land which levels out at the junction with Lockers Park Lane. These natural features have led to dwellings sited at different heights within the area. The site is a corner plot fronting onto both Glenview Road and Lockers Park Lane.

The site contains sparse landscaping, several mature shrubs are proposed to be removed from the North of the garden area and replacement shrubs are included in this application. Three new semi mature trees are also proposed to be planted to the Western Boundary,

The site is relatively flat, rising gently to the North and West.

The site boundaries consist of 1.8m close board fences to the side of the site adjacent Lockers Park Lane and the shared vehicular drive at the North. These fences are to be replaced in this proposal. All rear garden areas will have 1.8m fencing whilst the front gardens will have lower 0.9m fencing and hedging creating open front garden spaces characteristic of the area

The shared vehicular access to the North serves the rear of all dwellings in both Glenview Road and Sunnyhill Road and remains untouched in these proposals. The existing on-plot hardstanding off this access will be re-used for parking and re-built using permeable paving for the proposed 6 no. parking spaces.

There is a very good open space provision available at the adjacent amenity green space which fronts the nearby Pinewood Gardens - 47m North and in Glendale - 148m West. Larger areas of nearby Open space exist at The Lockers – 142m North East and Gadebridge Park is only 468m North East. The Playing fields at Warners End Valley are also only 316m to the North which each provide a huge variety of supporting green spaces to this site and the surrounding residential areas.

The local character area HCA9 contains varied front gardens and forecourts throughout. Houses are close to the road in certain parts giving very shallow front gardens. This character has been maintained within this proposal.

Glenview Road is narrow and accommodates a high level of on-street parking. This scheme has retained and increased the existing on-plot parking spaces to the North of the site for the existing dwelling and provided a further four spaces (6 in total)

The site is closely located to Hemel Hempstead town centre with excellent bus links to the surrounding villages, adjacent towns and the Mainline Train station can provide further, more distant transportation.

# Development Proposals

The development proposal consists of the adaption of the existing dwelling with a single storey rear extension with construction of a first floor rear extension over, to match the neighbours property the demolition of the garage and the erection of two new dwellings.

The new terrace dwelling proposed to be called 38 Lockers Park Lane will match the existing dwelling at number 2 Glenview Road in terms of external materials, colour and fenestration.

The detached property at the North of the site proposed to be called 36 Lockers Park Lane will be built in multi stock brickwork with red stock brick contrasting brick detailing to match the nearby materials in Lockers Park Lane.

The roof materials for both new dwellings would be brown plain tiles to also match the existing.

The existing dwelling is to have minor alterations internally together with the installation of a second staircase to a converted loft space which will provide an additional bedroom space. This would be permissible under Permitted Development Rights but is included into this application for completeness.

The existing dwelling already has a single rear velux styled rooflight to the rear which will be relocated and an additional rooflight installed into the new roof area to allow natural daylight into the converted loft space. This will match other dwellings in the area which have converted loft spaces. In this design we have retained the overall shape of the external roof and avoided any box dormers.

The new first floor rear extension to the existing dwelling will be limited in width of the dwelling. The depth of the extension will align with the neighbouring property at 4 Glenview Road. The existing rear facing first floor window will be retained and a new window shall be fitted to match. The existing side windows facing Lockers Park Lane will be removed in these proposals.

The existing dwelling will have a rear garden distances over 11.5m. This equates to a rear private amenity area of 63sqm. The terrace and detached dwellings would have larger rear amenity areas of 75sqm each The mix of garden sizes would meet with the objectives of Saved Appendix 3 in that they would be both functional and varied.

The development has been designed to maintain privacy between existing and proposed dwellings and enhance the positive linkages between the existing character areas This application also avoids large areas dominated by car parking from the Lockers Park Lane street frontage

The front elevation of the new terrace dwelling is at an oblique angle to 40 Lockers Park Lane with their rear elevations following the existing building lines

The detached dwelling has been re-orientated so its rear elevation faces the existing outbuildings of Glenview Road and at an oblique angle to the existing dwellings to both Glenview Road and Pinewood Gardens.

The gently falling ground levels from Lockers Park Lane across the site have assisted the new detached dwelling floor level to be set lower than the Lockers Park Lane footpath. This is compliant with BRE Guidance for assessing obstruction to daylight and compliments BS 8206-2 Code of Practice for daylighting for both the existing and proposed terrace dwellings.

The proposed smaller 2 bed detached dwelling has been redesigned to have an obscure glass en-suite window at first floor level. The remaining rear first floor window serves the habitable room of bedroom 2 which is so orientated to face just the rear portion of the gardens of Glenview Road currently occupied with outbuildings.

The drop in levels and proposed additional planting on the Western boundary will further reduce any oblique views between properties.

# Development Proposals continued.

The detached dwelling's rear amenity area will be 10.62m at its longest measurement and would fall just short of the guidance of 11.5m. This private amenity space is both functional and varied within the objectives of Saved Appendix 3 in that they would be longer at its rear access doors with and recessed fence line Creating planting pockets and useable areas for the proposed bin and bicycle stores.

The private amenity spaces would be bolstered by the nearby very good quality open spaces and public amenity land which is available at the adjacent amenity greens which front onto nearby housing at Pinewood Gardens - 47m North and at Glendale - 148m West. Larger areas of nearby Open space exist for the benefit of the local area at The Lockers – 142m North East and Gadebridge Park is only 468m North East. The Playing fields at Warners End Valley are also only 316m to the North Each of the local green spaces provide a huge variety of supporting open spaces to this site and the surrounding residential areas.

There are many nearby examples of properties and apartments which have a smaller but adequate rear or shared amenity space similar or smaller than being proposed in this application and the resulting dwellings all have unhindered access to the adjacent and nearby open spaces and play areas as mentioned.

The adjacent development of 3 new dwellings at Park House Lockers Park Lane ref 4/02948/07/FUL. Resulted in 4 dwellings (including the existing dwelling) with 4 rear gardens of 9.3m, 9.3m 8m and 9.9m in length. All properties between 3-9 Sunnyhill Road have rear courtyard gardens lengths between 1.65m and 5.1m. Numbers 11 through to 25 have garden lengths from 7.5m to 10.1m. In each of these cases the properties range from 2 and 3 bedrooms in size and each of the smaller garden areas are well used and appropriate for the location use and ultimately contribute to the character of the higher density areas of this particular area of Hammerfield North.

A dedicated bin storage area for bin collection day is provided adjoining each dwellings garden access. A dedicated secure bicycle store is also provided adjoining each dwelling garden access.

This application follows a previous pre planning application and FUL application where the principle of the attached Glenview Road dwelling was found to be acceptable but concerns were raised to the remaining spaces between the existing and proposed rear pair of larger semi-detached dwellings. Further matters were raised regarding, the shortfall in private amenity areas for the proposed dwelling sizes, the potential overlooking of the rear and side gardens and proximity to the adjacent protected trees.

A revised pre planning application followed, which has evolved into this lower density scheme with smaller dwellings and an increased parking provision This revised scheme now also includes the supporting Arboricultural Report following the revisions to the proposed dwelling footprints and positions to ensure the longevity of the adjacent trees.

With each of the historic concerns raised, a design solution has been provided in this application. The reduced single detached rear dwelling has been redesigned and orientated to maintain privacy and its private amenity has been increased. It has also been set back further from Lockers Park Lane and lowered in overall height improving the street scape The reduced terrace dwelling has been redesigned to front Lockers Park Lane and its side single storey element has been removed to maintain the good landscaped spacing at the street corner and to stay outside of the adjacent protected root zones. The loft room has also been reduced to a single room and mimics the existing hip roof character of the street. The rear vehicular access remains common with the previous application although it now provides access to 6 parking spaces in total on plot.

# Planning Policy

Relevant Planning Policy appertaining to the development proposals are contained in National Guidance, in the form of the National Policy Planning Framework, the saved policies of the Dacorum Local Plan 1991-2011, and Core Strategy 2013.

## National Planning Policy Framework (NPPF)

At the heart of the NPPF is a *“Presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision making”*. In respect of decision taking this means inter alia approving development proposals that accord with the Development Plan without delay. Twelve core planning principles are identified which should underpin both plan making and decision taking.

A number of these core principles are relevant to the current proposals being:-

Always seek to secure a quality design and a good standard of amenity for all existing and future occupants of land and buildings  
To encourage the effective use of land by reusing land that has been previously developed (brown field land), provided that it is not of high environmental value

At paragraph 49 in respect of delivering a wide choice of high quality homes it states that housing applications should be considered in the context of the presumption in favour of sustainable development.

Paragraph 50 also encourages Local Authorities to plan and deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

In respect of good design Paragraph 56 states that the Government attaches great importance to the design of the built environment, and that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Design policies in Local Plans should be based on stated objectives for the area, in response to an understanding and evaluation of its defining characteristics.

Paragraph 58 goes on to identify the aim of planning policies and decisions is to ensure that developments:-

- Function well and add to the overall quality of the area
- Establish a strong sense of space
- Optimise the potential of the site to accommodate development
- Create safe and accessible environments
- Respond to local character
- Are visually attractive as a result of good architecture and appropriate landscape.

This revised application provides good quality design in a highly sustainable location optimising the site potential to accommodate development whilst maintaining and enhancing the local character area

# Planning Policy continued.

## Development Plan Policies

Below are the main policies considered to be relevant to these proposals with a short summary of the thrust of each policy.

### Core Strategy September 2013

Under Policy NP1: Supporting Development the Council will take a positive approach to the consideration of development proposals, reflecting the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will work proactively with applicants to find solutions for development proposals that help to improve the economic, social and environmental conditions in Dacorum. Proposals which accord with the development plan will be brought forward and approved unless material considerations indicate otherwise. If the development plan contains no policy relevant to the consideration of a planning application or policies are out of date, the Council will grant permission unless

Under Policy CS1: Distribution of Development, requires decisions on the scale and location of development to be made in accordance with the Council's settlement hierarchy, with Hemel Hempstead being the focus for homes, jobs and strategic services. With the emphasis on:

- a) retain the separate identity of the town
- b) Maintaining the existing Neighbourhood pattern.

Any new development should:

- i. Be based on the Neighbourhood concept
- ii. Provide for its own infrastructure; and
- iii. Support relevant town wide needs.

New development for housing, employment and other uses, provided that it:

- a) is of a scale commensurate with the size of the settlement and the range of local services and facilities;
- b) helps maintain the vitality and viability of the settlement and the surrounding countryside;
- c) causes no damage to the existing character of the settlement or its adjoining countryside; and
- d) is compatible with policies protecting the Green Belt and Rural Area.

Policy CS2: Selection of Development Sites aims to ensure that development sites are chosen in accordance with a sequence of criteria as set out below:

- 1. Previously developed land and buildings;
- 2. Areas of high accessibility; and
- 3. Other land in all cases where this does not conflict with other policies, and then;

Policy CS4: The Towns and Large Villages aims to ensure that development is guided to the appropriate areas within settlements. This means that in residential areas appropriate residential development is encouraged



# Planning Policy continued.

Policy CS10: Quality of Settlement Design sets out a number of criteria that the design of new development are expected to follow, which includes the promotion of higher densities in and around town centres and local centres.

Policy CS11: Quality of Neighbourhood Design states:

*Within settlements and neighbourhoods, development should:*

- (a) respect the typical density intended in an area and enhance spaces between buildings and general character;*
- (b) preserve attractive streetscapes and enhance any positive linkages between character areas;*
- (c) co-ordinate streetscape design between character areas;*
- (d) protect or enhance significant views within character areas;*
- (e) incorporate natural surveillance to deter crime and the fear of crime; and*
- (f) avoid large areas dominated by car parking.*

Policy CS12: Quality of Site Design states

*On each site, development should:*

- a) provide a safe and satisfactory means of access for all users;*
- b) provide sufficient parking and sufficient space for servicing;*
- c) avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to the surrounding properties;*
- d) retain important trees or replace them with suitable species if their loss is justified;*
- e) plant trees and shrubs to help assimilate development and softly screen settlement edges;*
- f) integrate with the streetscape character; and*
- g) respect adjoining properties in terms of:*
  - i. layout;*
  - ii. security;*
  - iii site coverage;*
  - iv. scale; v. height; vi. bulk;*
  - vii. materials; and*
  - viii landscaping and amenity space.*



# Planning Policy continued.

Policy CS17: New Housing seeks to ensure that the council provides a minimum of 430 net additional dwellings every year over the plan period up to 2031 year. New housing will be phased over the plan period and a five year supply of housing maintained.

Policy CS18 Mix of Housing aims to ensure that new housing development provide a choice of home in terms of a range of housing types, sizes and tenure.

Under Policy CS25 Landscape Character all development proposals are expected to help conserve and enhance Dacorum's natural and historic landscape. Proposals will be assessed for their impact on landscape features to ensure that they conserve or improve the prevailing landscape quality, character and condition and take full account of the Dacorum Landscape Character Assessment.

Policy CS29 Sustainable Design and Construction requires new development to comply with the highest standards of sustainable design and construction possible.

## Dacorum Borough Local Plan 1991-2011 adopted 2004

Under Policy 10, Optimising the Use of Urban Land, proposals for new development are to be considered against a number of principles to secure optimum use of land in the long term including:

Development to be planned and implemented in a coordinated way, taking a comprehensive view of potential development opportunities in the immediate area wherever possible.

General building development should be designed to achieve the maximum density compatible with the character of the area, surrounding land uses and other environmental policies in the plan.

The design and layout of new development should not inhibit positive management of land and buildings. Arrangements for future management should be put in place in appropriate schemes.

Development should be accessible by a range of transport options, including passenger transport.

Development makes optimum use of the land available, whether in terms of site coverage or height; contributes towards or provides for the reasonable sharing of facilities, such as off street car parking; or does not prevent other land coming forward for development in the future.

# Planning Policy continued.

Policy 18 The Size of New Dwellings encourages a range of dwellings in terms size and type in new developments

Under Policy 21 Density of Residential Development, consideration is given to the density of all new housing proposals to ensure that they make the most efficient use of the land available. Densities will generally be expected to be in the range of 30 to 50 dwellings per hectare with higher densities encouraged in urban areas especially town and local centres.

Policy 51 Development and Transport Impacts requires development proposals to be compatible in locational and general highway planning, design and capacity terms with the current and future operation of the defined road hierarchy and road improvement strategy. The acceptability of all development proposals will be assessed specifically in highway and traffic terms and should have no significant impact upon:

- The nature, capacity and use of the highway network and its ability to accommodate the traffic generated by the development;
- The provision of routes and facilities for pedestrians, cyclists and passenger transport users, including links to existing networks;
- The design and effectiveness of existing and proposed traffic management measures;
- The design and capacity of parking areas and the implications for on-street parking;
- The environmental and safety implications of the traffic generated by the development.

Policy 54 Highway Design requires new development proposals to meet current national and local standards for highway design, access and servicing arrangements and circulation space. However, at the discretion of the planning authority, normal standards may be relaxed in order to meet wider environmental, transport, safety, design and conservation objectives.

Policy 57 Provision and Management of Parking sets out the principles for the management and provision of on street and off-street parking spaces which includes:

Parking provision and management to be used as a tool to encourage reduced car ownership and usage. This approach is applied for general environmental reasons, and also to limit traffic problems and environmental impacts (e.g. pollution, the minimum level of car parking provision will be sought in developments by adopting maximum demand-based standards of provision. Provision will be reduced below this level in locations accessible by other travel modes or which can be made more accessible through planned improvements or as part of the development.

Under Policy 58 Private Parking Provision the provision and management of private parking will be made in accordance with the principles set out in Policy 57. New development with a significant parking requirement will only be permitted where parking provision is minimised and the level of parking provision to be provided in new development will be assessed using the demand based parking guidelines and approach to parking set out in Appendix 5 of the Plan.

# Planning Policy continued.

Policy 99 Preservation of Trees, Hedgerows and Woodlands, encourages the preservation of trees, hedgerows and woodlands throughout the Borough. Where new development is proposed, a high priority will be given to their retention and to their protection during development. Regard will also be paid to future management intentions

The following appendices of Local Plan are also relevant:  
Appendix 1 Sustainability Check List  
Appendix3 Layout and Design of Residential Areas  
Appendix5 Parking Provision

## Supplementary planning documents

### Environmental Guidelines May 2004

The Environmental Guidelines provide advice to help those designing development proposals to achieve high standards. The guidelines cover matters of general strategy setting out more detailed guidance on the way in which policies in the plan should be applied in particular circumstances. They focus on the preservation of the natural environment and resources, such as landscape, nature conservation and the water environment, and they deal with more generalised design matters.

### Area based policies 2004 Development in Residential Areas

Development in residential areas is part of the Area based policies SPG This policy statement is intended to provide a comprehensive base of policies for controlling new development in the established residential areas of Dacorum's towns: Hemel Hempstead, Berkhamsted (including the urban area of Northchurch) and Tring. The policies complement and amplify the provisions of Part 3 of the Local Plan relating to development in residential areas.

The document sets out design objectives for Hammerfield North as:

1. All house types are acceptable although the resultant scale and mass of the new proposal should respect that of adjoining and nearby development
2. Should not normally exceed two storeys in height except for cases where the character is not harmed. This is the case for this proposal
3. Small to medium sized dwellings are acceptable and appropriate
4. Variety in layout is acceptable. Where a clear building line exists then this should be followed.
5. Front gardens common in size and layout to neaby and adjacent dwellings should be provided
6. Additional landscaping and planting is encouraged throughout
7. Provision of on site parking is acceptable.
8. Enclosure of front gardens is not encouraged and should not normally exceed 1m in height.

# Summary

The proposal offers Dacorum Borough Council an opportunity to provide two new, much needed small family houses.

These properties are designed with young and growing families in mind, set out in a safe way and located in a highly sustainable location, 725m from Hemel Hempstead town centre

The application site falls within the residential development boundary for Hammerfield North, Boxmoor. The proposals preserve an attractive streetscape and enhance a positive linkage between character areas

The proposals take the form of a comprehensive development, utilising the location of the existing shared vehicular access to not overburden the existing on-street parking.

The scheme is well laid out creating a spacious environment that strikes the right balance between the character of the surrounding area and the best use of the oversized land.

The proposals take full account of Local Plan design guidance and would represent a very high quality of commensurate materials and detailing

## Conclusions

It is considered that the proposal accords with the policies of the Development Plan and the NPPF.

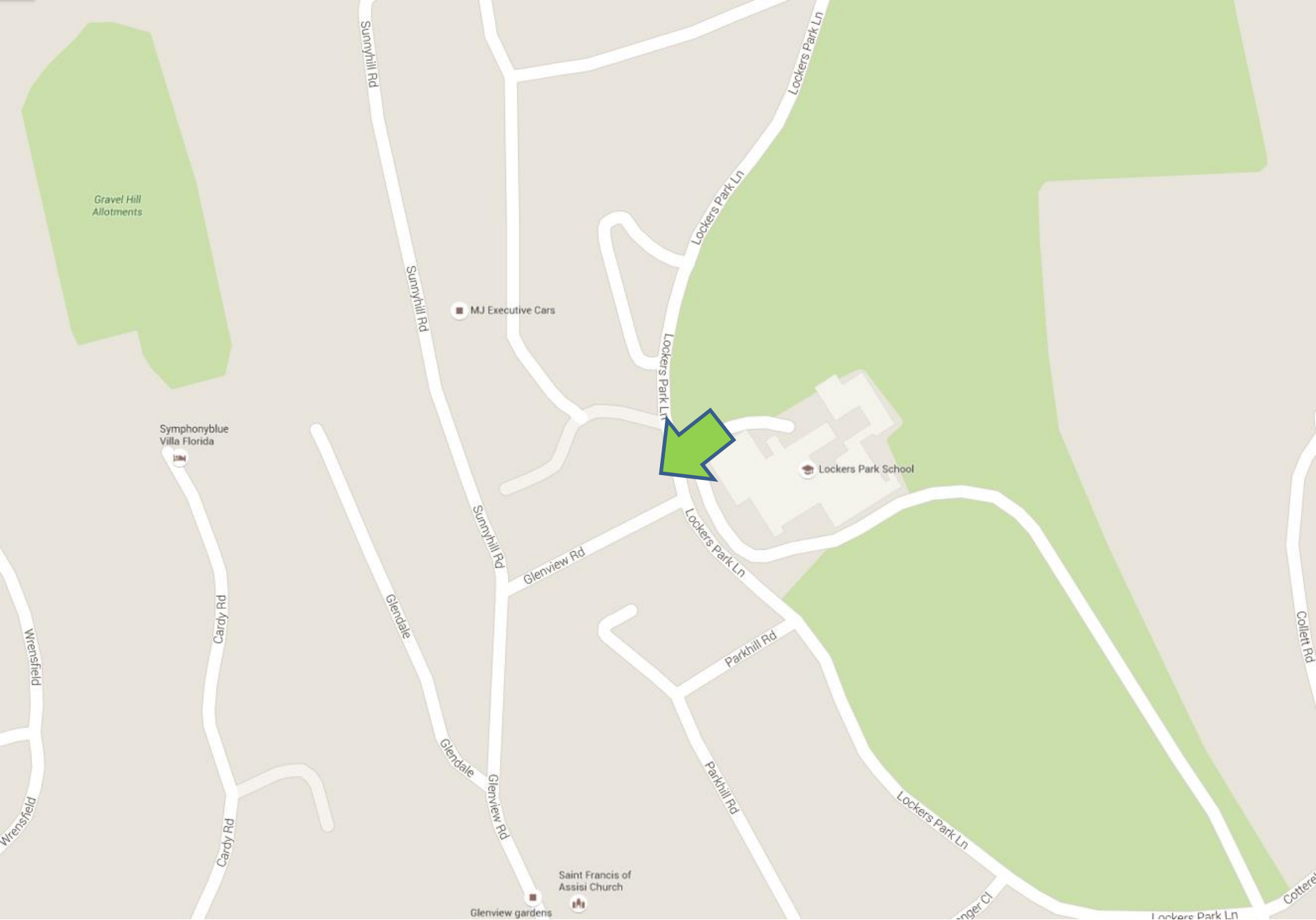
The proposal has been the subject of pre-application negotiations with the Council which established that the principle of development was acceptable.

The proposal has been amended to take account of issues raised in the pre-application negotiations.

The proposal is a sustainable form of development, which provides additional new dwellings to meet the council's housing requirement. It makes the best use of the land.

The proposal is of a high quality design which is compatible with the area. It ensures that it is not harmful to the amenities of adjoining neighbours or future occupants, in terms of overlooking, loss of privacy, overshadowing or loss of light. It maintains the character of the area.

The proposal accords with the provisions of the NPPF taken as a whole and as result the presumption in favour of sustainable development applies and we request that the application should be approved.



2 Glenview Road Hemel Hempstead Herts HP1 1TE



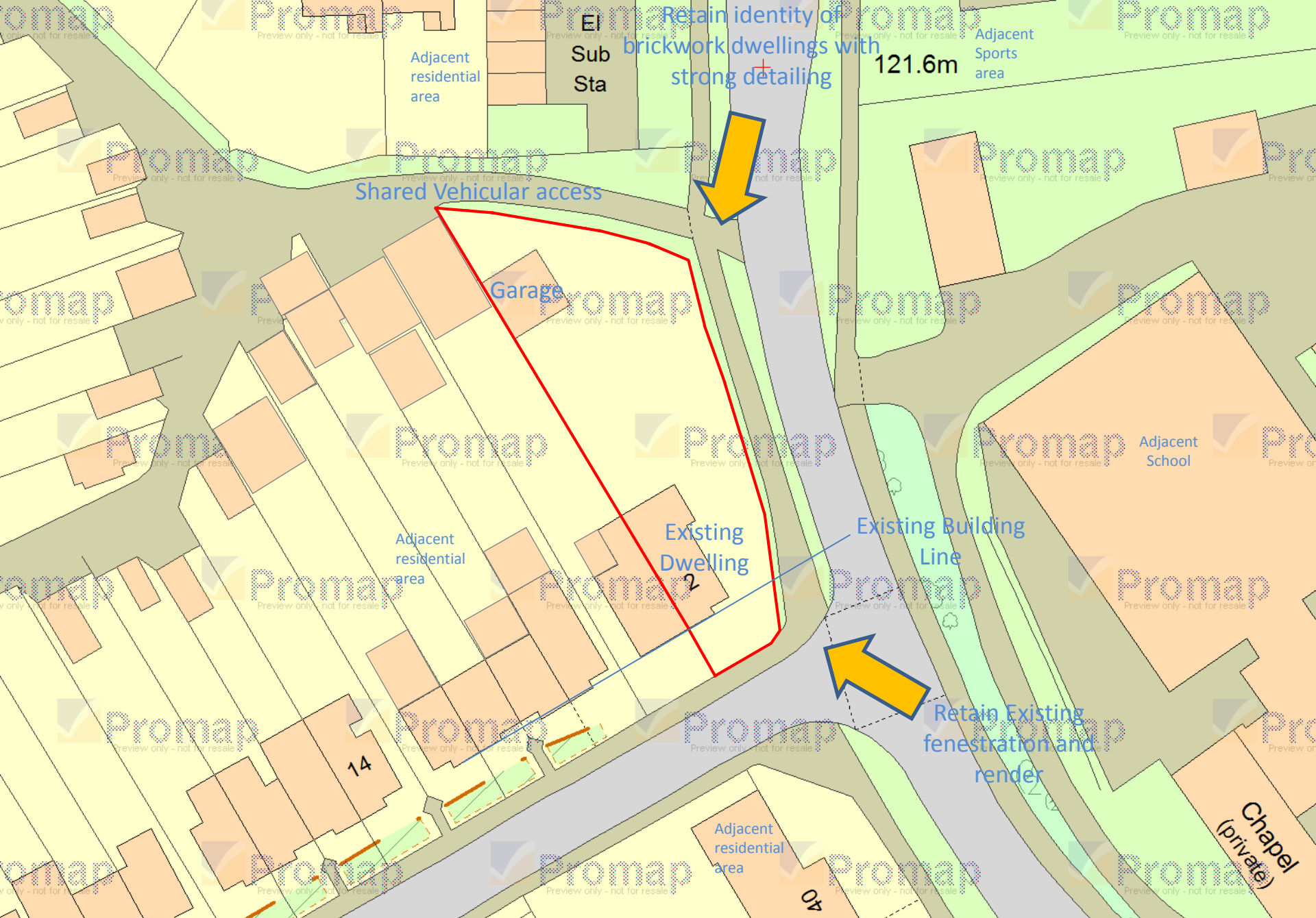


2 Glenview Road Hemel Hempstead Herts HP1 1TE









Retain identity of brickwork dwellings with strong detailing

121.6m

Shared Vehicular access

Garage

Existing Dwelling 2

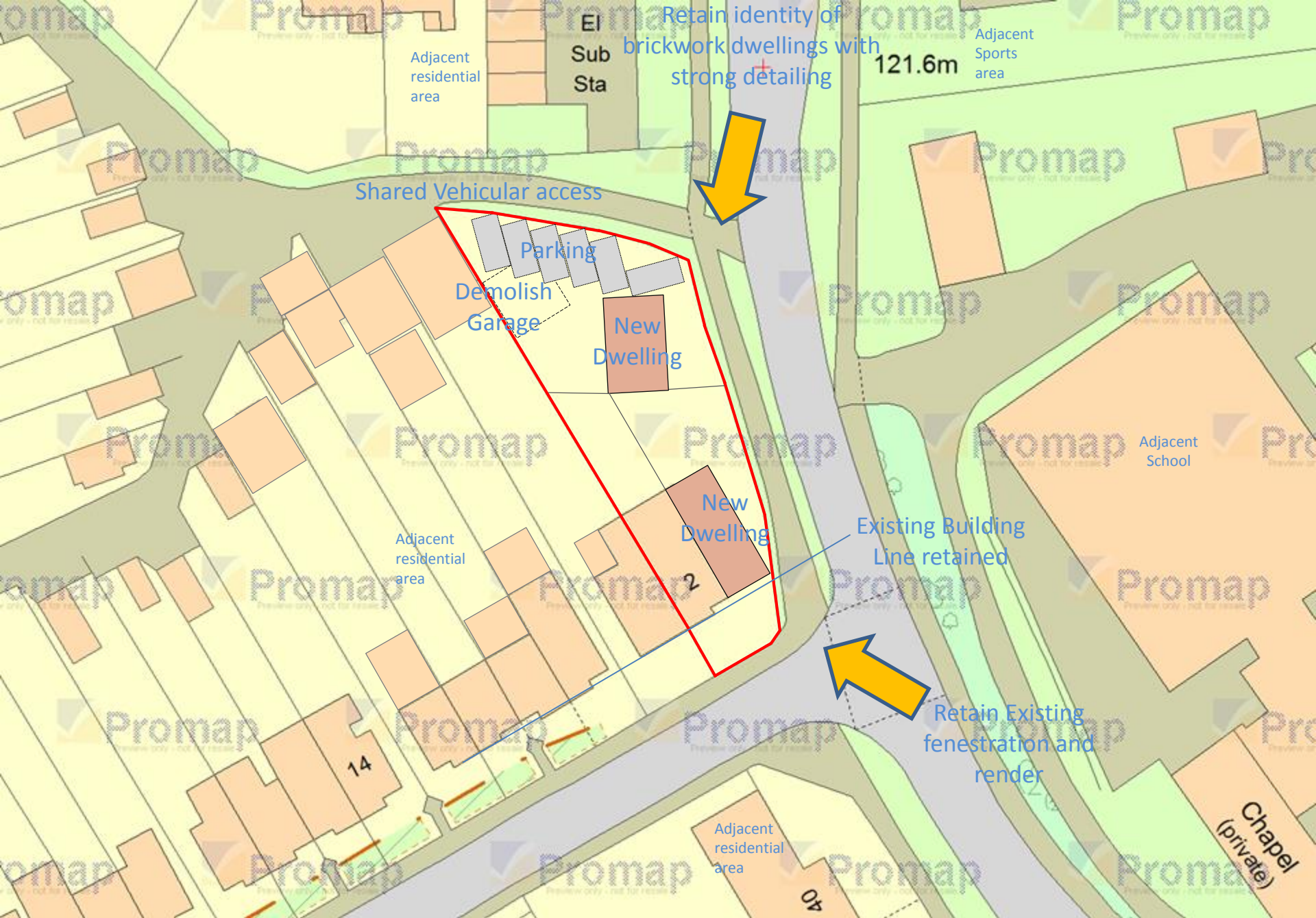
Existing Building Line

Retain Existing fenestration and render

Site Plan

2 Glenview Road Hemel Hempstead Herts HP1 1TE

Design and Access Statement rfarris@me.com





## Appendix 9: Tree Protection Plan

At this site, operations are to occur in the following sequence:

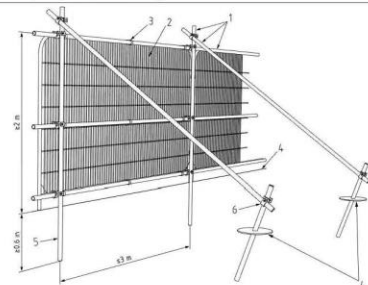
1. Carry out tree work operations highlighted yellow in the tree data schedule (Appendix 2). All tree works are to be carried out by a competent and experienced arborist to current British Standards (see Appendix 3.9 for assistance finding a suitable arborist).
2. Hold pre-commencement site meeting with project arboriculturalist, building contractor and arboricultural officer (prior to the commencement of any development work commencing on site). The contractor will be required to read and sign the induction form (see Appendix 7).
3. Erect protective fencing along the position(s) shown by the dashed red line(s) on the TPP.
4. Lay ground protection and/or retain suitably hard-wearing existing hard surfaces within the area(s) shown by the diagonal blue lines AND within the area(s) shown by the orange honeycombing with blue background on the TPP.
5. Arboricultural Consultant to check Tree Protection at this stage.
6. Demolish existing garage leaving any suitable hard surfaces in situ (as ground protection).
7. Working from on top of existing hard surfaces and/or suitable ground protection, excavate traditional strip foundations.
8. Commence construction.
9. Carry out tree planting and any other landscaping works.

Temporary ground protection should be able to support any traffic entering or using the site without being distorted or causing compaction of underlying soil and might comprise one of the following:

1. For pedestrian-movements only, a single thickness of scaffold boards placed either on top of a driven scaffold frame, to form a suspended walkway, or on top of a compression-resistant layer (e.g. 100 mm depth of woodchip), laid onto a geotextile membrane;
2. For pedestrian-operated plant up to a gross weight of 2 t, proprietary, inter-linked ground protection boards placed on top of a compression-resistant layer (e.g. 150 mm depth of woodchip), laid onto a geotextile membrane;
3. For wheeled or tracked construction traffic exceeding 2 t gross weight, an alternative system (e.g. proprietary systems or pre-cast reinforced concrete slabs) to an engineering specification designed in conjunction with arboricultural advice, to accommodate the likely loading to which it will be subjected.

NOTE: If ground protection is to be laid near areas to be excavated, sheet piling should be used to shore up the sides of the excavations prior to being used (by pedestrians or machinery)

Default specification for protective fencing



Key

1. Standard scaffold poles
2. Heavy gauge 2m tall galvanized tube and welded mesh infill panels
3. Panels secured to uprights and cross-members with wire ties
4. Ground level
5. Uprights driven into the ground until secure (minimum depth 0.6m)
6. Standard scaffold clamps

Outline of existing Garage to be demolished

Existing Vehicle access



## Plan Legend

- Tree to be retained
- Tree to be removed
- Category A Tree
- Category B Tree
- Category C Tree
- Category U Tree

Areas, groups or woodlands are shown as polygons using the same colours as above. Dashed lines show removals

- Root Protection Area (RPA) Original in dotted light blue if amended.
- RPA Incursion. Extra care to be taken when excavating foundations
- Ground protection during construction - No dig, permeable, load-spreading surface afterwards
- Protective fencing
- CEZ Construction & storage exclusion zone
- Ground protection or existing hard surface to remain
- Suggested tree planting locations

NOTE: Stem diameters have been increased on this plan by 35% to make identification of smaller trees easier

Scale: 1:350 @ A3  
0 3m 6m

Site Address: 2 Glenview Road  
Hemel Hempstead, Herts, HP1 1TE  
Client: J Brophy and David Evans  
Drawing No: TH/A3/2072B/TPP  
Job Ref: TH2072B Date: 02/08/2019

Trevor Heaps  
Arboricultural Consultancy Ltd



07957 763 533  
trevor@trevorheaps.co.uk  
www.trevorheaps.co.uk

End of Report







2 Glenview Road Hemel Hempstead Herts HP1 1TE