

PLANNING COMMITTEE - (Thursday 23rd May 2024)

24/0426/FUL - Alterations to existing parking including the provision of additional hard surfacing to facilitate the creation of additional parking spaces and installation of timber bollards and kerbs at Street Record, School Mead, Abbots Langley, Hertfordshire

Parish: Abbots Langley Parish Council
Expiry of Statutory Period: 29.05.2024

Ward: Gade Valley
Case Officer: Lilly Varnham

Recommendation: That Planning Permission be GRANTED subject to conditions.

Reason for consideration by the Committee: TRDC is the applicant.

To view all documents forming part of this application please go to the following website:

[24/0426/FUL | Alterations to existing parking including the provision of additional hardsurfacing to facilitate the creation of additional parking spaces and installation of timber bollards and kerbs. | Street Record School Mead Abbots Langley Hertfordshire \(threeivers.gov.uk\)](#)

1 Relevant Planning History

- 1.1 08/1130/FUL - District Council Application: Alterations to existing parking bays and installation of 33 grasscrete parking bays to edge of amenity space in School Mead. Permitted.
- 1.2 10/2486/FUL - District Council Application: Replacement of existing grasscrete parking bays opposite shopping parade within amenity space in School Mead with more durable asphalt construction. Permitted.
- 1.3 13/0388/FUL - District Council Application: Conversion of part of amenity area into parking bays (up to 17 spaces) and re-surfacing of existing parking area. Permitted.
- 1.4 13/1130/FUL - Works to School Mead open space including the introduction of surfaced pathways, additional benches, bins, play features and a 3.5m high canopy structure together with additional parking spaces. Permitted.

2 Description of Application Site

- 2.1 The application site comprises two parcels of land located on School Mead, Abbots Langley adjacent to the existing highway that currently provide parking. To the east is an area of allocated open space, encircled by the highway of School Mead.
- 2.2 There is a parade of shops to the west, a community centre and church to the south and a school to the east (Tanners Wood JMI), interspersed with residential properties. The open space is primarily laid to grass with some small trees around the edges of the area. Parking bays have been installed by the District Council to the eastern, southern and western edges of the amenity area with a timber knee rail separating these from the green itself. This application relates to those bays sited on the western edge of this open space. A footpath runs long the northern edge of the area, adjacent to Hazelwood Lane.

- 2.3 The first area subject of this application relates to an area adjacent to the highway on School Mead where there are a number of existing hardstanding parking bays (opposite Green View Court) serving the existing shops. These existing bays are orientated parallel to the road. There is an existing knee rail fence between the parking bays and open space to the east. It is understood that the bays are currently timed restricted by an existing Traffic Regulation Order (TRO).
- 2.4 The second area is to the west of School Mead where there is an existing area of hardened verge comprised of a plastic grid base on the corner of School Mead adjacent to No. 15a Hazelwood Lane of approximately 21m in length.

3 Description of Proposed Development

- 3.1 This application seeks full planning permission for alterations to existing parking including the provision of additional hard surfacing to facilitate the creation of additional parking spaces and installation of timber bollards and kerbs.
- 3.2 The existing plastic grid on the corner with Hazelwood Lane (described as area 2 above) is proposed to be replaced by a new hardened grasscrete verge (Marshall's earth brown Grassguard (Grasscrete)). The dimensions of these three bays are proposed to be retained as existing.
- 3.3 The area of hardened verge opposite the shops (described as area 1 above) is proposed to be replaced by a new hardened grasscrete verge (Marshall's earth brown Grassguard (Grasscrete)). Whilst the length would be retained at approximately 52m as existing, the depth would be increased to the east by approximately 3.75m to a total depth of approximately 6.4m. This is to enable the cars to park perpendicular, increasing the number of spaces available, resulting in a net gain of 12 spaces. A narrow strip of proposed tarmac surfacing would separate the western edge of these bays from the adjacent to the highway. Each individual bay will be demarcated using Bodpave White Markers and it is understood from the submitted application form that 48m of new precast concrete kerb would be installed as part of the proposal.
- 3.4 The existing knee railing would be replaced by 32 timber bollards of 0.9m height. The bollards would be spaced along the edge of the public open space from Hazelwood Lane to the edge of the new parking bays on School Mead. Installed in the same location as the existing knee railing, the bollards would have a red reflective strip.

4 Consultation

4.1 Statutory Consultation

- 4.1.1 Abbots Langley Parish Council: Members welcome the extra spaces and the replacement of the bollards which are falling down. Members acknowledge that parking restrictions are not a formal part of this planning application, however, if this application is approved Members request a full consultation with residents before any parking regulations are applied to these spaces.
- 4.1.2 Hertfordshire County Council – Highway Authority:

Location

School Mead, Abbots Langley Hertfordshire

Application type

Full Application

Proposal

Alterations to parking including addition of parking spaces and installation of timber posts and kerbs.

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused.

Comments

The proposals are located on School Mead, Abbots Langley. School Mead is designated as a unclassified local access road, subject to a speed limit of 30mph and is highway maintainable at public expense. The proposed rearranged and additional car park spaces opposite the shops are located on land which is not highway maintainable at public expense. The proposed hardened verge is part of the highway maintainable at public expense.

In order for the overall scheme to be considered acceptable, HCC as Highway Authority would recommend that amended / updated plans are submitted taking the following points into account:

1. Improved accessibility and permeability for pedestrians between the proposed extended parking area and the shops AND between the School Mead amenity area and the existing parade of shops. There are no proposed pedestrian crossing point(s) (with pedestrian dropped kerbs and associated necessary infrastructure e.g. tactile paving) opposite one another on both sides of the School Mead carriageway. A break in the length of the 15 proposed parking spaces would therefore be recommended which would reduce the overall length of the new vehicular access onto the highway (and also the length in which peds would need to walk in front of the parking spaces) and have the potential to provide the aforementioned pedestrian crossing point(s). The development would present an opportunity to provide this and would be necessary to ensure that any proposals are in accordance with the National Planning Policy Framework (NPPF) and LTP4, specifically Policy 1: Transport User Hierarchy and Policy 5 : Development Management.

2. An additional and appropriate level of cycle parking to promote cycling as a sustainable form of travel to and from the the local shops in accordance with NPPF and LTP4, specifically Policy 1 and Policy 5. A similar proportion of increase in cycle parking provision when compared to the level of increased car parking provision would be deemed to be reasonable.

3. Consideration as to removing the hardened verge parking from the proposals on School Mead. Whilst it is acknowledged that vehicles currently park on this land, this land is part of the highway and therefore it would be recommended that this land be reinstated to a grass (with also the potential for a new tree). It has not been demonstrated that these car parking spaces would be required when taking into account the proposed additional car parking spaces on the east side of School Mead.

4. An appropriate level of electric vehicle charging (EVC) provision to ensure accordance with LTP4, Policy 5h and any TRDC parking standards in this respect.

Following consideration of the above points, HCC as Highway Authority is therefore recommending that the application be refused in its current form. Further consideration would need to be given to improving the sustainable access to and from the proposed additional / rearranged car parking spaces and associated works. This is to ensure that the overall proposals are provided in accordance with the NPPF and LTP4.

4.1.3 National Grid:

Your planning application – No objection, informative note required

We have received a notification from the LinesearchbeforeUdig (LSBUD) platform regarding a planning application that has been submitted which is in close proximity to our medium and low pressure assets. We have no objection to this proposal from a planning perspective, however we need you to take the following action.

What you need to do

To prevent damage to our assets or interference with our rights, please add the following Informative Note into the Decision Notice:

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions.

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Your responsibilities and obligations

Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement.

This letter does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications.

Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where

prohibited by the law nor does it supersede the express terms of any related agreements.

If you need any further information or have any questions about the outcome, please contact us at plantprotection@cadentgas.com or on 0800 688 588 quoting your reference at the top of this letter.

4.2 Public/Neighbour Consultation

4.2.1 Number consulted: 44 No of responses received: 4

4.2.2 Site Notice Displayed: 09/04/2024, Expired: 30/04/2024

4.2.3 Press notice: [Not Required]

4.2.4 Summary of Responses:

- Any 2024 change to the car parking in front of GVC flats and shops must logically have the same ratio of timed and untimed parking spaces as it had from 2008 to 2024.
- Omission in current application and letter sent to residents as to whether the new car parking would be on an time/untimed or split of timed and untimed must be considered a deliberate omission. This alone should be enough to require reissue or correction of the planning application.
- Increasing spaces a good idea, but object to paid for parking detrimental to value of properties. GVC has 24 flats with no off street parking spaces allocated, rented or owned.
- Welcome more spaces but not on fee basis.
- People rented and bought flats as they knew there were free spaces close to the door.
- Object to phrase "TRO for parking to prevent all day residential parking" – hidden in online version and omitted in letter sent to residents. Letter to residents presents "more and better parking" hides that it means less places we or visitors can park overnight.
- Second objection if it indeed means time limits.
- Increased parking good idea but need to keep in mind needs of residents above shops.
- No free parking will affect price of flats, not easy to park in nearby roads.

Officer Comment – Comments from the neighbours are noted. As part of the pending planning application the LPA will be assessing the 'alterations to the existing parking bays including the provision of additional hard surfacing to facilitate the creation of additional parking spaces and installation of timber bollards and kerbs' only.

In the event that planning consent were to be granted the LPA would not be restricting usage of the bays as part of the planning process. This process is a separate process to planning and the responsibility of the Parking Team. Any future Traffic Regulation Order has to follow the TRO statutory process which would require its own public consultation. This process, however, is separate to the planning process and therefore cannot be considered as part of this current application.

5 Reason for Delay

5.1 No Delay.

6 Relevant Planning Policy, Guidance and Legislation

6.1 Legislation

Planning applications are required to be determined in accordance with the statutory development plan unless material considerations indicate otherwise as set out within S38(6) Planning and Compulsory Purchase Act 2004 and S70 of Town and Country Planning Act 1990).

The Localism Act received Royal Assent on 15 November 2011. The Growth and Infrastructure Act achieved Royal Assent on 25 April 2013.

The Wildlife and Countryside Act 1981 (as amended), the Conservation of Habitats and Species Regulations 2010, the Natural Environment and Rural Communities Act 2006 and the Habitat Regulations 1994 may also be relevant.

6.2 Planning Policy and Guidance

National Planning Policy Framework and National Planning Practice Guidance

In December 2023 the revised NPPF was published, to be read alongside the online National Planning Practice Guidance. The NPPF is clear that “existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework”.

The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits unless there is a clear reason for refusing the development (harm to a protected area).

The Three Rivers Local Plan

The application has been considered against the policies of the Local Plan, including the Core Strategy (adopted October 2011), the Development Management Policies Local Development Document (adopted July 2013) and the Site Allocations Local Development Document (adopted November 2014) as well as government guidance. The policies of Three Rivers District Council reflect the content of the NPPF.

The Core Strategy was adopted on 17 October 2011 having been through a full public participation process and Examination in Public. Relevant policies include Policies CP1, CP9, CP10 and CP12.

The Development Management Policies Local Development Document (DMLDD) was adopted on 26 July 2013 after the Inspector concluded that it was sound following Examination in Public which took place in March 2013. Relevant policies include DM6, DM8, DM9, DM11, DM13 and Appendix 5.

6.3 Other

The Community Infrastructure Levy (CIL) Charging Schedule (adopted February 2015).

The Localism Act received Royal Assent on 15 November 2011. The growth and Infrastructure Act achieved Royal Assent on 25 April 2013.

The Wildlife and Countryside Act 1981 (as amended), the Conservation of Habitats and Species Regulations 2010, the Natural Environment and Rural Communities Act 2006 and the Habitat Regulations 1994 may also be relevant.

7 Planning Analysis

7.1 Impact on Character and Street Scene

7.1.1 Policy CP1 of the Core Strategy (adopted October 2011) seeks to promote buildings of a high enduring design quality that respect local distinctiveness and Policy CP12 of the Core Strategy (adopted October 2011) relates to design and states that in seeking a high standard of design the Council will expect development proposals to 'have regard to the local context and conserve or enhance the character, amenities and quality of an area'.

7.1.2 The existing grasscrete bays immediately adjacent to the highway with Hazelwood Lane are currently in a poor condition. This proposal seeks to upgrade the grasscrete by replacing its current surface with a new hardened grasscrete verge. This proposed surface is not dissimilar to other areas of hardened grasscrete used on the eastern and southern part of School Mead. Whilst the comments of the Highways Officer are noted, given that the development seeks to upgrade the existing situation and that these bays are currently utilised for vehicular parking, it would not be considered reasonable as part of this application to request that the verge be reinstated or that a new tree be planted. The existing open space to the centre of School Mead is considered to provide high amenity value to the streetscene and it is not considered that the proposed hardened verge in this location would be detrimental to the street scene or area.

7.1.3 The existing bays opposite the shops are proposed to be replaced with an increase to the depth of the parking area such that vehicles can park perpendicular to the highway, resulting in an increase in the number of spaces provided. Whilst the spaces would extend into the existing open space, the encroachment would be limited (3.75m) such that it is not considered to result in demonstrable harm to the character or appearance of the street scene or area with the majority of the existing open space falling outside of the application site and therefore unaffected by the proposed development.

7.1.4 Whilst it is acknowledged that the increased depth and denotation of the parking bays would alter the current layout on this side of School Mead it is not considered that this in itself would give rise an incongruous form of development, given that this layout of bays is evident throughout School Mead and in front of the existing shops.

7.1.5 The existing knee railing would be replaced by 32 timber bollards. The bollards would be spaced along the edge of the public open space from Hazelwood Lane to the edge of the new parking bays on School Mead. The timber bollards would be installed in the same location as the existing knee railing. Given that the bollards would be replacing the existing knee railing and that these would be installed following the same line and layout as the existing it is not considered

that this would result in harm to the character of the streetscene. The timber bollards will ensure that the existing open space is safeguarded.

7.1.6 In summary it is not considered that the proposed development would result in any adverse impact on the character or appearance of the application site, streetscene or area and the development would be acceptable in this regard in accordance with policies CP1 and CP12 of the Core Strategy (adopted 2011).

7.2 Impact on amenity of neighbours

7.2.1 Policy CP12 of the Core Strategy states that development should 'protect residential amenities by taking into account the need for adequate levels of disposition of privacy, prospect, amenity and garden space'.

7.2.2 Policy DM9 sets out that new development should not result in adverse impacts by virtue of noise pollution or air pollution levels.

7.2.3 The nearest neighbouring residential properties are the residents of Green View Court who reside above the existing parade of shops on the opposite side of the highway. The concerns expressed by the residential neighbours are noted, as set out above the concerns that relate to the restriction of the use of the bays do not form part of the assessment of this planning application. In the event that consent were granted, any restriction on the usage of the bays is a separate process to planning and the responsibility of the Parking Team. Any future Traffic Regulation Order has to follow the TRO statutory process which would require its own public consultation which is separate to the planning process and therefore cannot be considered as part of this current application.

7.2.4 Considering the proposal, it is not considered that the proposal would result in demonstrable harm to the residential amenities of the occupiers of the residential or commercial properties in School Mead given the existing use and separation that would be maintained. The alterations to the bays on the western edge of the amenity space are on the opposing side of the highway to the residents of Green View Court and given that the bays proposed would replace the existing bays it is not considered that this would give rise to harm to amenity.

7.2.5 The grasscrete bays adjacent to Hazelwood Lane are sited closest to the neighbours at No. 15 Hazelwood Lane. Given that the public footway would be retained between the proposed grasscrete bays and the boundary with this neighbour and that there are existing parking spaces in this location, it is not considered that this would give rise to harm to the residential amenities of the occupiers of this neighbouring dwelling.

7.2.6 In summary it is not considered that the proposed development would result in demonstrable harm to neighbouring amenity and as such complies with Policy CP12 of the Core Strategy and Policy DM9 of the DMP LDD in this respect.

7.3 Highways, Access and Parking

7.3.1 The NPPF (para. 115) advises that; '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

7.3.2 Core Strategy Policy CP10 (adopted October 2011) requires development to make adequate provision for all users, including car parking.

- 7.3.3 Parking within School Mead is currently available to the front of the existing shops and to the eastern, southern and western edge of the open space. The existing spaces to the eastern and southern edge allow vehicular parking perpendicular to the road, which is what the proposal and upgrade to the existing parallel bays to the west seeks to achieve. Increasing the depth of the existing bays to the western edge of the open space will allow for a net gain of 12 spaces by allowing vehicles to park perpendicular to the highway rather than parallel as per the existing arrangement. It is considered that having a perpendicular layout may help to alleviate some parking pressures adjacent to the shops that were observed during the officer site visit and the provision of additional spaces is therefore supported.
- 7.3.4 It is noted that the Highways Authority (HA) have raised an objection to the application, including on the basis that the application presents an opportunity to improve the accessibility and permeability for pedestrians between the extended parking area and the shops and between the amenity area and the shops. Whilst it is acknowledged that the HA has suggested a break in the proposed parking spaces to allow for a pedestrian crossing, it is also noted that the overall length of the parking area is not increasing beyond that of the existing situation and therefore it is not considered a reasonable requirement given there would be no change to the existing arrangements in this respect. The depth is proposed to increase to allow for cars to park at a different angle to the current situation enabling further spaces to be provided. Whilst there is an existing pedestrian path running through the amenity space, the existing spaces on the western edge of School Mead (outside the application site) do not currently benefit from a formalised pedestrian crossing point that aligns with this and it is not considered reasonable to request that the applicant provides a formal crossing point, nor is it considered reasonable to refuse planning permission on this basis.
- 7.3.5 Whilst a new crossing is not proposed as part of this application, in response to the comments from the HA the applicant has advised that there is opportunity to consider relocating the paved/asphalt island on the existing hardstanding on the side of the highway where the parade of shops is sited to align with the existing pathway that provides access through the amenity space, providing an aligned point on both sides of the highway. However, as this does not form part of this current application and is outside of the applicant's ownership, alterations to the existing island would need to be pursued separately with Hertfordshire County Council as this area is an adopted highway.
- 7.3.6 The HA has also suggested that there should be an increase in cycle parking provision. TRDC parking standards include cycle parking standards, however, these are based on the creation of additional floorspace (whether that be commercial or residential). In this case no built development is proposed that would generate a requirement for additional cycle provision and it is therefore not included as part of this application. However, the applicant notes the comments/recommendation from the HA and has advised that they will provide additional cycle parking (Sheffield stands) on the large, paved area adjacent to the south side of the shops. This area of land falls outside of the application site boundary, and as does not form part of this current application, however, officers suggest that an informative is included in relation to the future provision of cycle parking in this location.
- 7.3.7 As noted in the character section above, the HA has commented that the existing grasscrete bays adjacent to Hazelwood Lane should be reinstated as grass. The existing grasscrete bays are currently in a poor condition as observed during the

officer site visit, and given that the bays are existing and that this application would replace the material with a new grasscrete it would not be considered reasonable to request that this be reinstated to grass. The applicant has advised that space to the northern edge of the grasscrete bays has been identified with the potential for planting, this does not however form a part of the assessment of this application, and whilst some benefit would be had by restoring this area to grass, the proposal seeks to better the existing situation, and there is considered to be sufficient amenity space retained to the centre of School Mead where a number of trees are present.

- 7.3.8 The HA have also requested than an appropriate level of electric vehicle charging (EVC) be provided. Policy DM13 of the Development Management Policies LDD (adopted July 2013) sets out that *“the council strongly acknowledges the need to reduce the use of high emission vehicles and therefore in accordance with national policy, will seek to encourage the use of lower emission vehicles, particularly through the incorporation of plug-in points for such vehicles”*, however, the existing policy does not include a requirement for EV charging.
- 7.3.9 In any case it is not considered reasonable to request that the applicant provides EVC given that the proposal seeks to provide betterment to the current situation within School Mead by way of increasing the depth of the existing bays which in turn has resulted in a net gain in spaces. It is understood from the applicant that TRDC are working with HCC on the provision of EVC within the District, but that initially this is focused on major retail centres.
- 7.3.10 Policy DM8 outlines that development will only be permitted where it would not unacceptably exacerbate risk of flooding. The proposed new surface is shown on the proposed plans to be permeable (grasscrete) and there is also provision of soft landscaping surrounding the development in order to intercept any additional surface water run-off.
- 7.3.11 In summary, the proposal would provide additional parking and is not considered to result in harm to vehicle or pedestrian safety and would be of an appropriate material to ensure disposal of surface water run-of. The proposal would therefore be in accordance with Policies CP10 of the Core Strategy (adopted July 2013) and Policy DM8 of the DMP LDD (adopted July 2013).

7.4 Wildlife and Biodiversity

- 7.4.1 Section 40 of the Natural Environment and Rural Communities Act 2006 requires Local Planning Authorities to have regard to the purpose of conserving biodiversity. This is further emphasised by regulation 3(4) of the Habitat Regulations 1994 which state that Councils must have regard to the strict protection for certain species required by the EC Habitats Directive.
- 7.4.2 The protection of biodiversity and protected species is a material planning consideration in the assessment of applications in accordance with Policy CP9 of the Core Strategy (adopted October 2011) and Policy DM6 of the DMLDD. National Planning Policy requires Local Authorities to ensure that a protected species survey is undertaken for applications that may be affected prior to determination of a planning application.
- 7.4.3 The application is accompanied by a biodiversity checklist which states that no protected species or biodiversity interests will be affected as a result of the application. The Local Planning Authority is not aware of any records of

protected species within the immediate area that would necessitate further surveying work being undertaken.

7.5 Trees

7.5.1 Policy DM6 of the Development Management Policies LDD sets out that development proposals should seek to retain trees and other landscape and nature conservation features, and that proposals should demonstrate that trees will be safeguarded and managed during and after development in accordance with the relevant British Standards.

7.5.2 The application site is not located within the Conservation Area. There are however a number of trees located within the area of allocated open space, however these are not protected by any Tree Preservation Orders nor is it considered that any of the existing trees would be affected as a result of the proposed development.

8 **Recommendation**

8.1 That PLANNING PERMISSION BE GRANTED subject to the following conditions:

C1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In pursuance of Section 91(1) of the Town and Country Planning Act 1990 and as amended by the Planning and Compulsory Purchase Act 2004.

C2 The development hereby permitted shall be carried out in accordance with the following approved plans: VH02-EBP-V2, VH02-PBP-V2

Reason: For the avoidance of doubt, in the proper interests of planning and in accordance with Policies CP1, CP9, CP10 and CP12 of the Core Strategy (adopted October 2011) and Policies DM6, DM8, DM9, DM11, DM13 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

C3 Prior to the first use of the development hereby permitted the parking spaces to the western edge of the School Mead amenity area shall be physically marked on the ground with Bodpave White Markers as more particularly shown on plan number VH02-PBP-V2 and as indicated within the submitted application form.

Reason: In the interests of pedestrian and vehicular safety and convenience in accordance with Policies CP1 and CP10 of the Core Strategy (adopted October 2011).

C4 The parking spaces hereby permitted shall be constructed using a permeable surface as more particularly set out on plan number VH02-PBP-V2.

Reason: To prevent unacceptable levels of surface water run-off in accordance with Policy DM8 of the Development Management Policies LDD (adopted July 2013).

8.2 Informatives:

With regard to implementing this permission, the applicant is advised as follows:

- I1 All relevant planning conditions must be discharged prior to the commencement of work. Requests to discharge conditions must be made by formal application. Fees are £145 per request (or £43 where the related permission is for extending or altering a dwellinghouse or other development in the curtilage of a dwellinghouse). Please note that requests made without the appropriate fee will be returned unanswered.

There may be a requirement for the approved development to comply with the Building Regulations. Please contact Hertfordshire Building Control (HBC) on 01438 879990 or at buildingcontrol@hertfordshirebc.co.uk who will be happy to advise you on building control matters and will protect your interests throughout your build project by leading the compliance process. Further information is available at www.hertfordshirebc.co.uk.

Community Infrastructure Levy (CIL) - Your development may be liable for CIL payments and you are advised to contact the CIL Officer for clarification with regard to this (cil@threerivers.gov.uk). If your development is CIL liable, even if you have been granted exemption from the levy, please be advised that before commencement of any works it is a requirement under Regulation 67 of The Community Infrastructure Levy Regulations 2010 (As Amended) that CIL form 6 (Commencement Notice) must be completed, returned and acknowledged by Three Rivers District Council before building works start. Failure to do so will mean you lose the right to payment by instalments (where applicable), and a surcharge will be imposed. However, please note that a Commencement Notice is not required for residential extensions IF relief has been granted.

Following the grant of planning permission by the Local Planning Authority it is accepted that new issues may arise post determination, which require modification of the approved plans. Please note that regardless of the reason for these changes, where these modifications are fundamental or substantial, a new planning application will need to be submitted. Where less substantial changes are proposed, the following options are available to applicants:

{b (a)} Making a Non-Material Amendment

{b (b)} Amending the conditions attached to the planning permission, including seeking to make minor material amendments (otherwise known as a section 73 application).

It is important that any modifications to a planning permission are formalised before works commence otherwise your planning permission may be unlawful and therefore could be subject to enforcement action. In addition, please be aware that changes to a development previously granted by the LPA may affect any previous Community Infrastructure Levy (CIL) owed or exemption granted by the Council. If you are in any doubt whether the new/amended development is now liable for CIL you are advised to contact the Community Infrastructure Levy Officer (01923 776611) for clarification. Information regarding CIL can be found on the Three Rivers website (<https://www.threerivers.gov.uk/services/planning/community-infrastructure-levy>).

Care should be taken during the building works hereby approved to ensure no

damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

Where possible, energy saving and water harvesting measures should be incorporated. Any external changes to the building which may be subsequently required should be discussed with the Council's Development Management Section prior to the commencement of work. Further information on how to incorporate changes to reduce your energy and water use is available at: <https://www.threerivers.gov.uk/services/environment-climate-emergency/home-energy-efficiency-sustainable-living#Greening%20your%20home>

- 12 The applicant is reminded that the Control of Pollution Act 1974 allows local authorities to restrict construction activity (where work is audible at the site boundary). In Three Rivers such work audible at the site boundary, including deliveries to the site and running of equipment such as generators, should be restricted to 0800 to 1800 Monday to Friday, 0900 to 1300 on Saturdays and not at all on Sundays and Bank Holidays.
- 13 The Local Planning Authority has been positive and proactive in its consideration of this planning application, in line with the requirements of the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015. The development maintains/improves the economic, social and environmental conditions of the District.
- 14 Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions. Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.
- 15 The applicant is hereby advised to remove all site notices on or near the site that were displayed pursuant to the application.
- 16 The applicant is requested to explore the provision of additional cycle parking stands at School Mead.