



Development Brief

EBBERNS ROAD HEMEL HEMPSTEAD



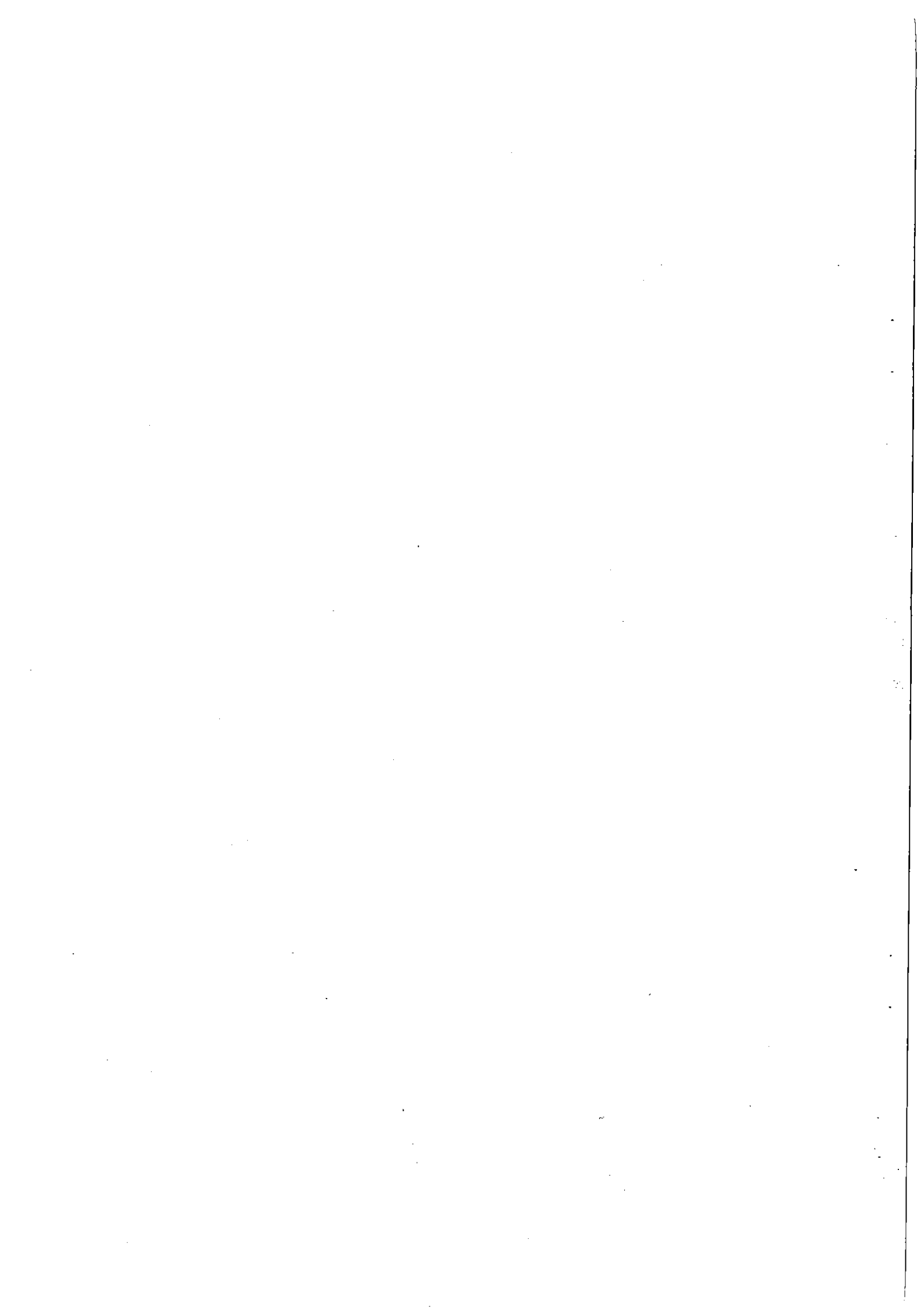
Adopted April 2003

DISCLAIMER

The information contained in this document is given in good faith and without prejudice on the part of the landowners and relevant authorities. The Brief has been produced in the interests of explaining the planning and development position in respect of the land. It will help prospective developers, but readers must remain responsible for satisfying themselves as to the correctness of the information given before proceeding on the basis of it.

ACKNOWLEDGEMENTS

The Council would like to acknowledge the advice and assistance given by Mr Percy Mark (Dip Arch, ARIBA) in the production of this document.



CONTENTS

	Page No.
1. PURPOSE OF BRIEF	1
2. THE LAND AND ITS LOCATION	
2.1 Land Areas	2
2.2 Location	2
2.3 Land Ownership	2
3. CHARACTER OF THE LAND AND ITS SURROUNDINGS	
3.1 Land Uses	6
3.2 Building Design & Layout	6
3.3 Access & Highway Conditions	6
3.4 Open Space	12
3.5 Views	12
3.6 Natural Environment	12
3.7 Ground Conditions	12
3.8 Utilities Infrastructure	14
4. PLANNING POLICY	
4.1 The Development Plan	17
4.2 Hertfordshire County Structure Plan	17
4.3 Dacorum Borough Local Plan – Deposit Draft	17
4.4 Modifications to the Dacorum Borough Local Plan	18
5. DEVELOPMENT REQUIREMENTS	
5.1 General	20
5.2 Land Use	20
5.3 Building Design & Layout	20
5.4 Access & Highway Considerations	29

5.5	Open Space	34
5.6	Views	37
5.7	Natural Environment	37
5.8	Drainage & Prevention of Pollution	39
5.9	Ground Conditions	40
5.10	Implementation & Phasing	40

6. DEVELOPER CONTRIBUTIONS

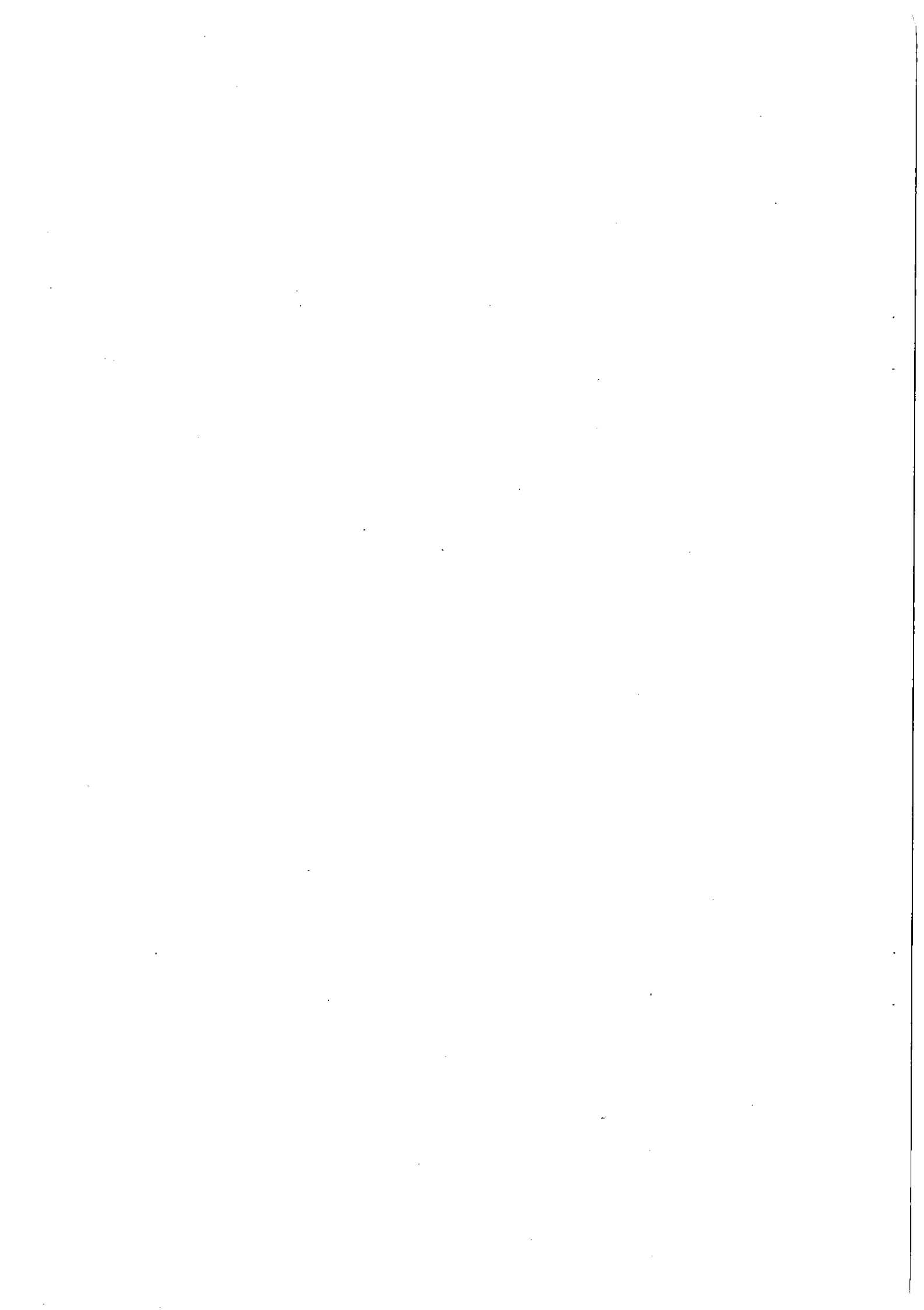
6.1	Affordable Housing	42
6.2	Open Space	42
6.3	Cycle path	42
6.4	Other Facilities	43

7. APPENDIX

1.	Contacts	44
2.	Requirements of Three Valleys Water	48
3.	Bibliography	49

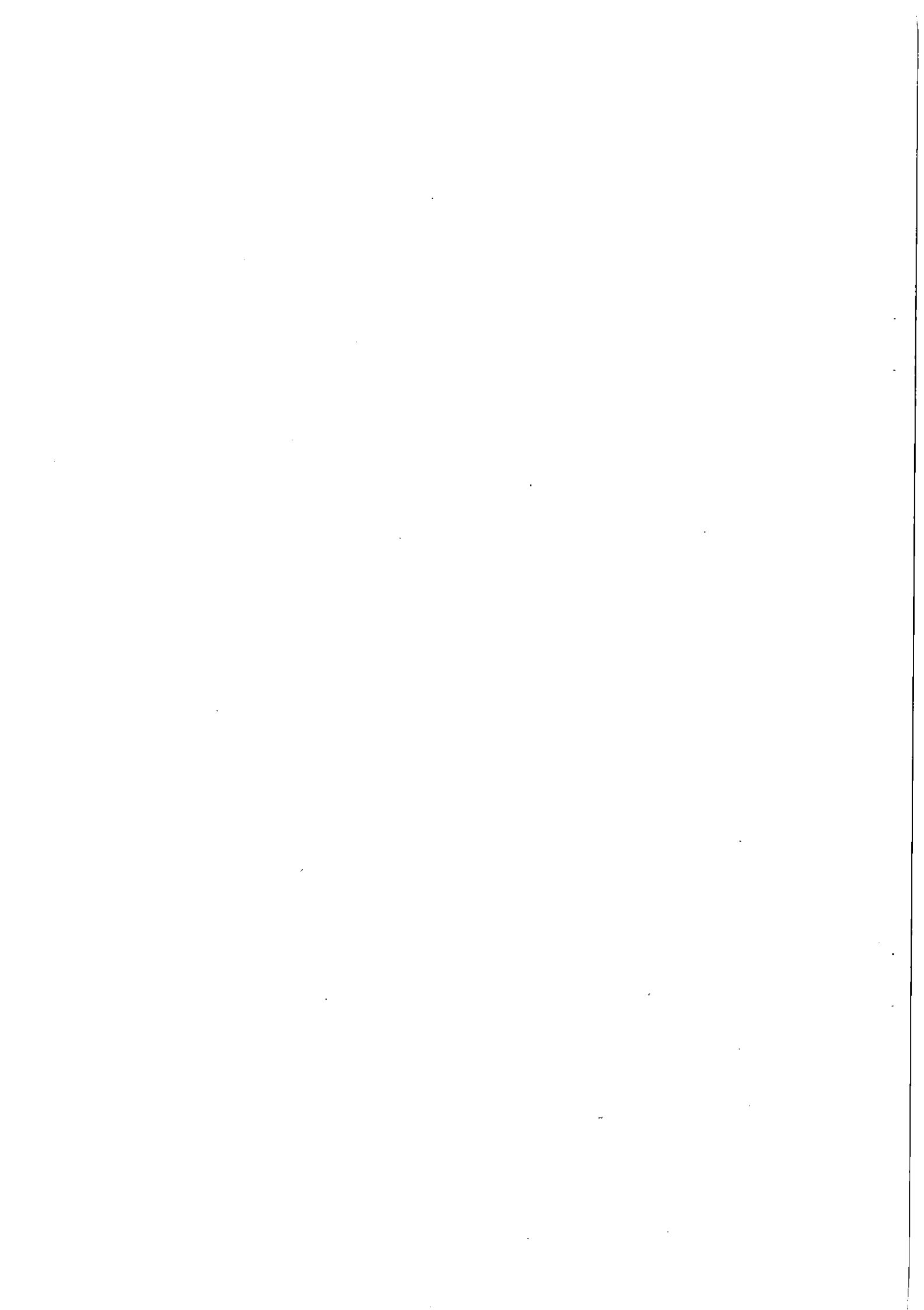
MAPS

Map 1	Site Plan	3
Map 2	Location Plan	4
Map 3	The Local Area	5
Map 4A	Land Use (Deposit Draft)	7
Map 4B	Land Use (Proposed Modifications)	8
Map 5	Current Access & Highway Conditions	9
Map 6	Natural Features	13
Map 7	Existing Pipelines	16
Map 8	Development Requirements	21
Map 9	Development Zones	23
Map 10	Future Access & Highway Requirements	30
Map 11	Existing Views	38



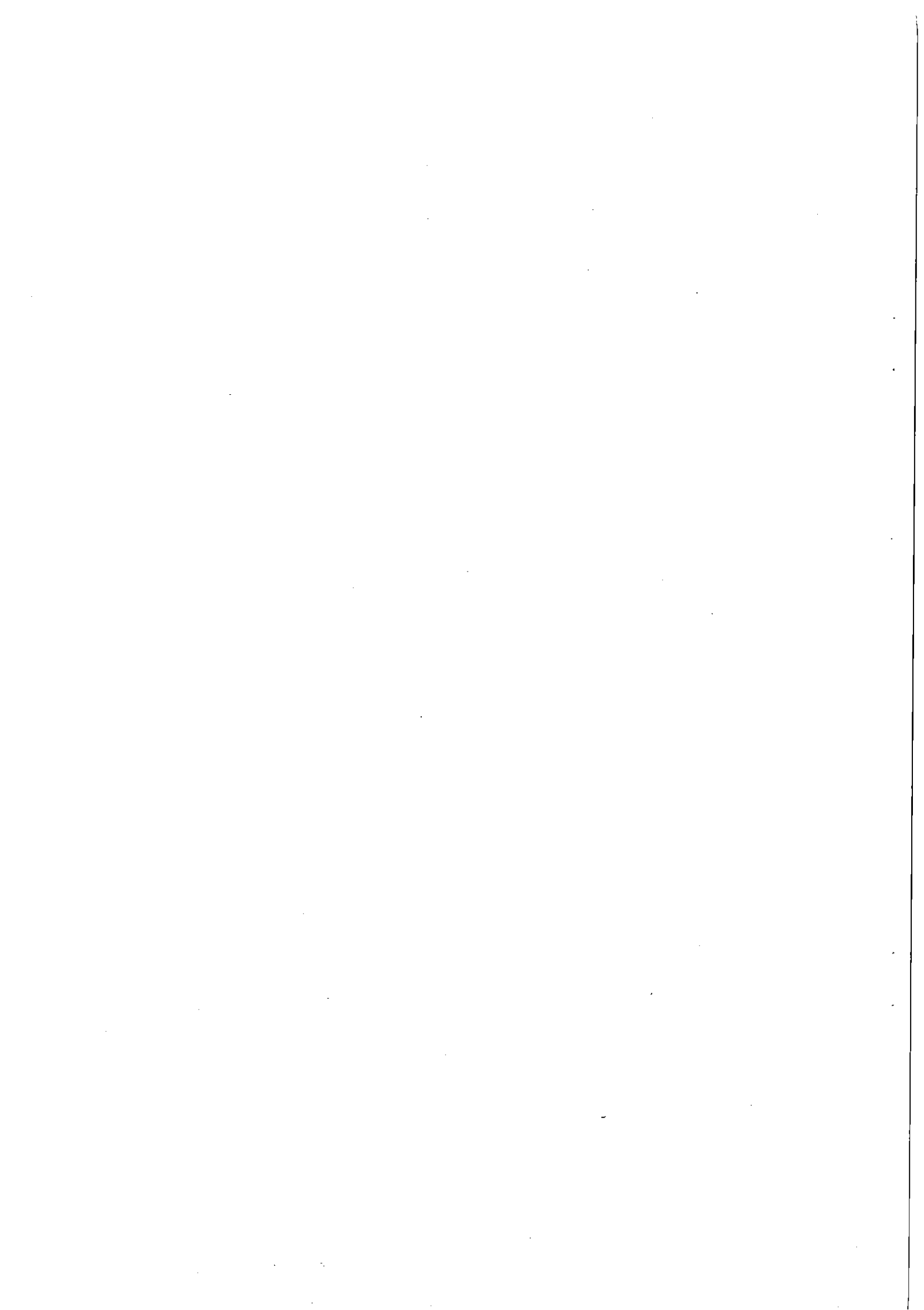
Section 1

PURPOSE OF BRIEF



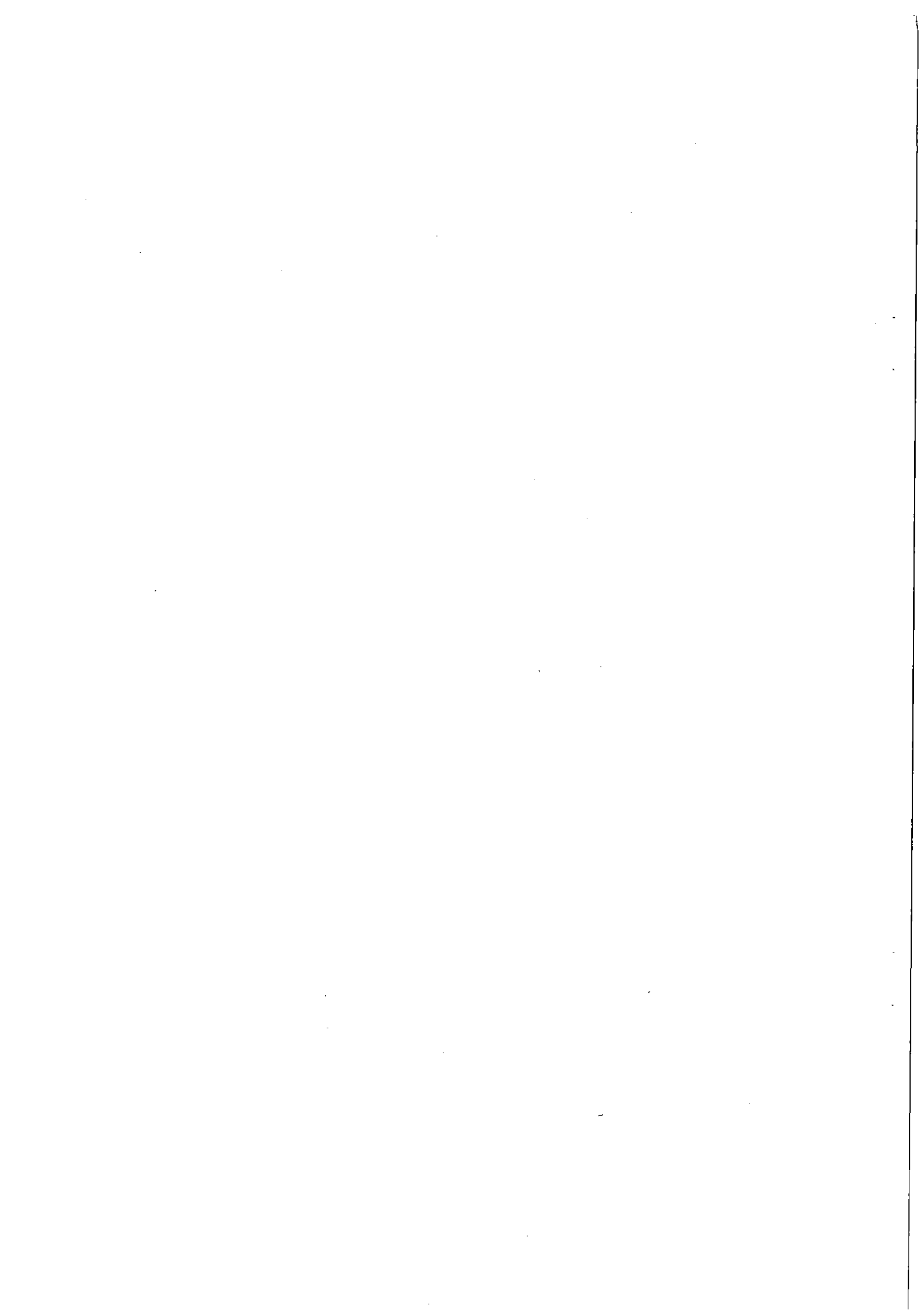
1. PURPOSE OF BRIEF

- 1.1 The purpose of this Development Brief is to explain to prospective developers and to landowners:
- (a) the Council's policies for the future use of the land;
 - (b) development constraints and planning requirements affecting the land.
- 1.2 In particular the Council is aiming to achieve a comprehensive and well co-ordinated form of development, both in the short and long term. This brief is prepared on the basis that the majority, if not all, of the land will come forward for residential development in due course.
- 1.3 Planning permission for the development of 24 two-bedroom flats on the site of Balrawl House, Ebbens Road was granted on 30th January 2002 (applications 4/01023/01/FUL and 4/01024/01/FUL). Further details regarding this scheme can be obtained from the planning department (see Appendix 1).
- 1.4 Two duplicate planning applications (4/01247/03/FUL and 4/01248/03/FUL) were submitted in June 2003 for the redevelopment of the former V P Rollers site for 37 flats. These have subsequently been withdrawn by the applicant.
- 1.5 No other planning applications for residential development had been submitted on the remainder of the site, as at 1st September 2003.



Section 2

THE LAND AND ITS LOCATION



2. THE LAND AND ITS LOCATION

2.1 LAND AREAS

- 2.1.1 The boundary of the land covered by the development brief is indicated on Map 1. The site area is approximately 2.1 hectares, 0.3 hectares of which has already been developed for flats.

2.2 LOCATION

- 2.2.1 The land adjoins Ebberns Road, in the Gade Valley, in the southern part of Hemel Hempstead known as Apsley. The valley is a traditional location for industry alongside the Grand Union Canal. Maps 2 and 3 show the area's location.

2.3 LAND OWNERSHIP


- 2.3.1 The site is currently in multiple ownership. Information provided by the Land Registry indicates that there are 9 registered owners, with a further 3 areas of land being unregistered.

MAP 1


SITE PLAN



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KEY:

 Site boundary



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Durrants Hill Play Area

Apsley Local Centre

Sainsburys

St Mary's Church

Apsley Railway Station

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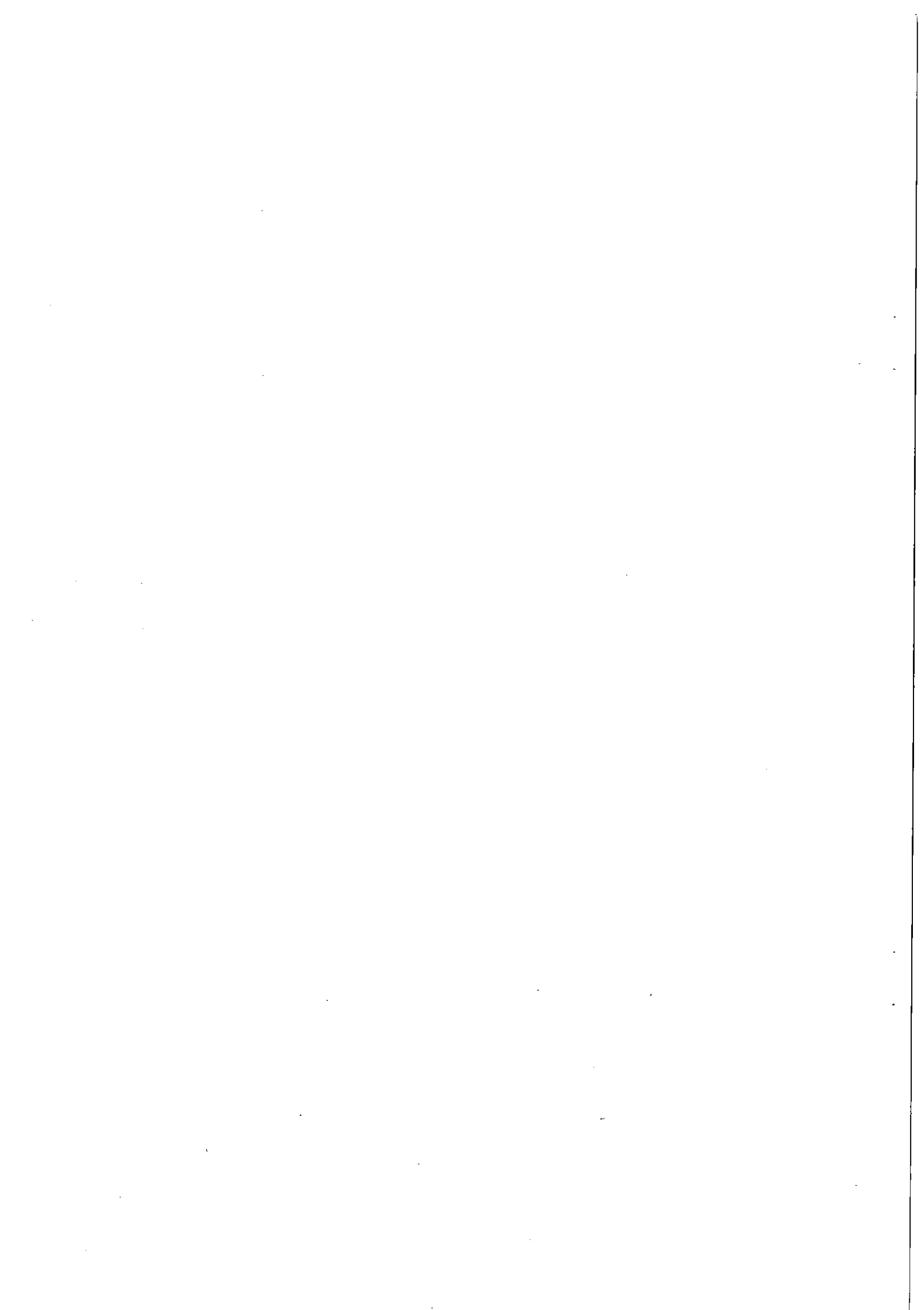
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Site boundary

Section 3

CHARACTER OF THE LAND AND ITS SURROUNDINGS



3. CHARACTER OF THE LAND AND ITS SURROUNDINGS

3.1 LAND USES

- 3.1.1 The site covered by this development brief is currently occupied by a mixture of B2 (General Industrial) and B8 (Storage or Distribution) uses. Some of the units also have a retail component – selling their goods directly to visiting members of the public and local tradesmen.
- 3.1.2 Map 4A shows land use designations in the draft local plan and therefore the principal land uses in the vicinity. Map 4B updates this information in the light of the Council's Proposed Modifications to the deposit draft plan.
- 3.1.3 Ebberns Road is fronted by residential properties – primarily semi-detached and terraced. The Apsley Local Centre and Apsley Mills Retail Park are located to the east and south of the site, on the opposite bank of the Grand Union Canal.
- 3.1.4 The Grand Union Canal runs along the south-eastern boundary of the site. The canal and towpath are used principally for recreational purposes by walkers, anglers and boaters.
- 3.1.5 Apsley Lock and its associated Lock House are situated to the south-west, marking the confluence of the Canal and the River Gade. A second lock is located to the north-east of the site, adjacent to Frogmore End.

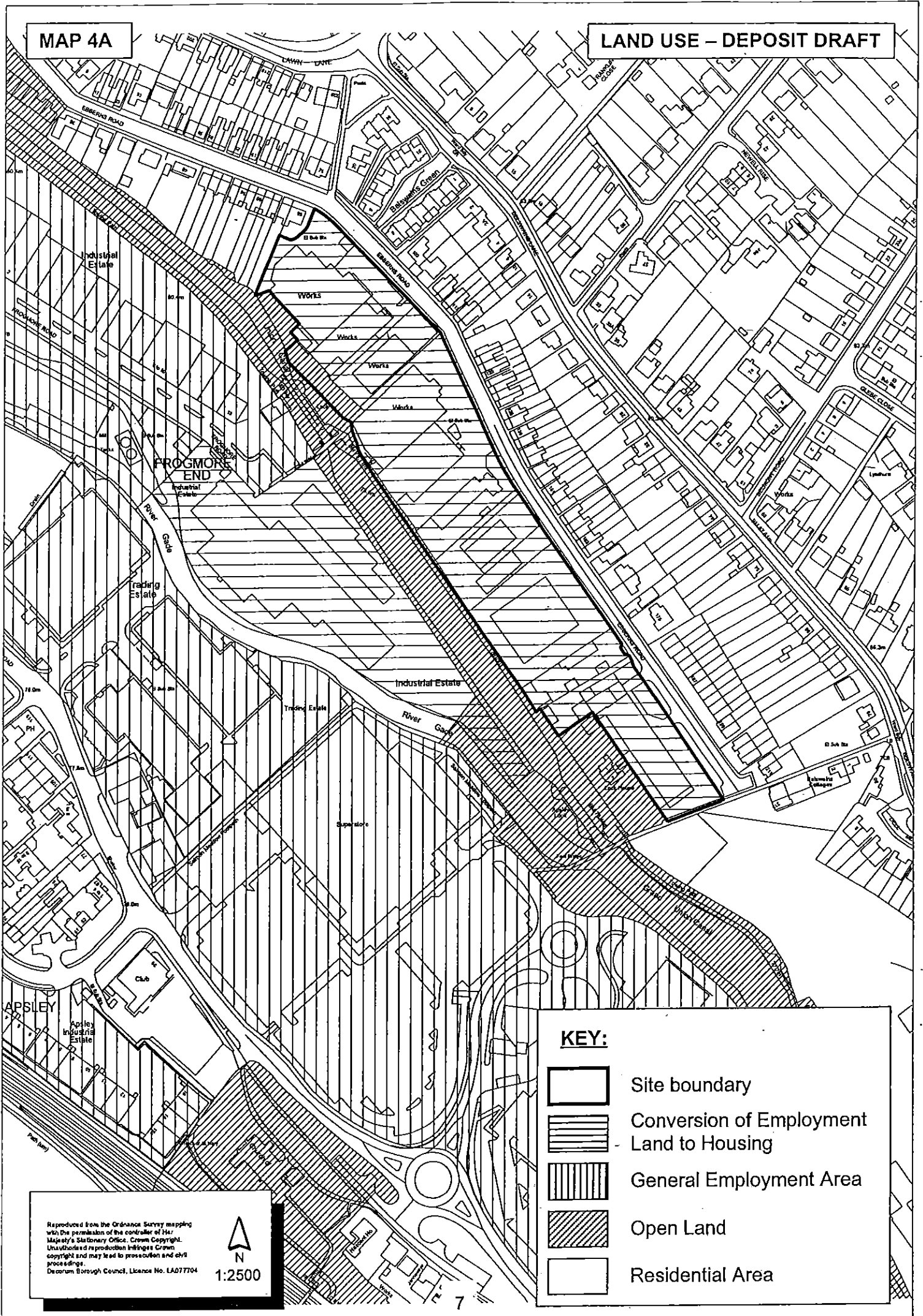
3.2 BUILDING DESIGN & LAYOUT

- 3.2.1 Ebberns Road contains a concentration of Victorian / Edwardian housing. These display a number of typical late 19th and early 20th design features – such as sash windows, slate roofing and the use of red brick coursing. Front gardens are generally small and enclosed, although in recent years, some of these have been converted to provide off-street parking.
- 3.2.2 There are also pockets of post-war housing – particularly towards the southern end of Ebberns Road. These are a mixture of detached, semi-detached and terraced houses and exhibit few distinctive design features. The majority are 2 storey, with the exception of a row of 3 storey town houses adjacent to the turning head.


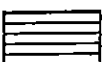


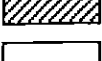
3.3 ACCESS & HIGHWAY CONDITIONS

General


- 3.3.1 Map 5 outlines current access and highway conditions.
- 3.3.2 Ebberns Road is a small collector or access road, running parallel to both the Grand Union Canal and Belswains Lane. It is a no-through road with a turning head at its south eastern end.
- 3.3.3 The stretch of road at the far end of Ebberns Road serving numbers 177-211 and the industrial unit currently occupied by VP Rollers is a private road and not formally adopted by Hertfordshire County Council.
- 3.3.4 The north western end of Ebberns Road connects with Durrants Hill Road. This is a busy local distributor route that connects central Hemel Hempstead with Apsley.

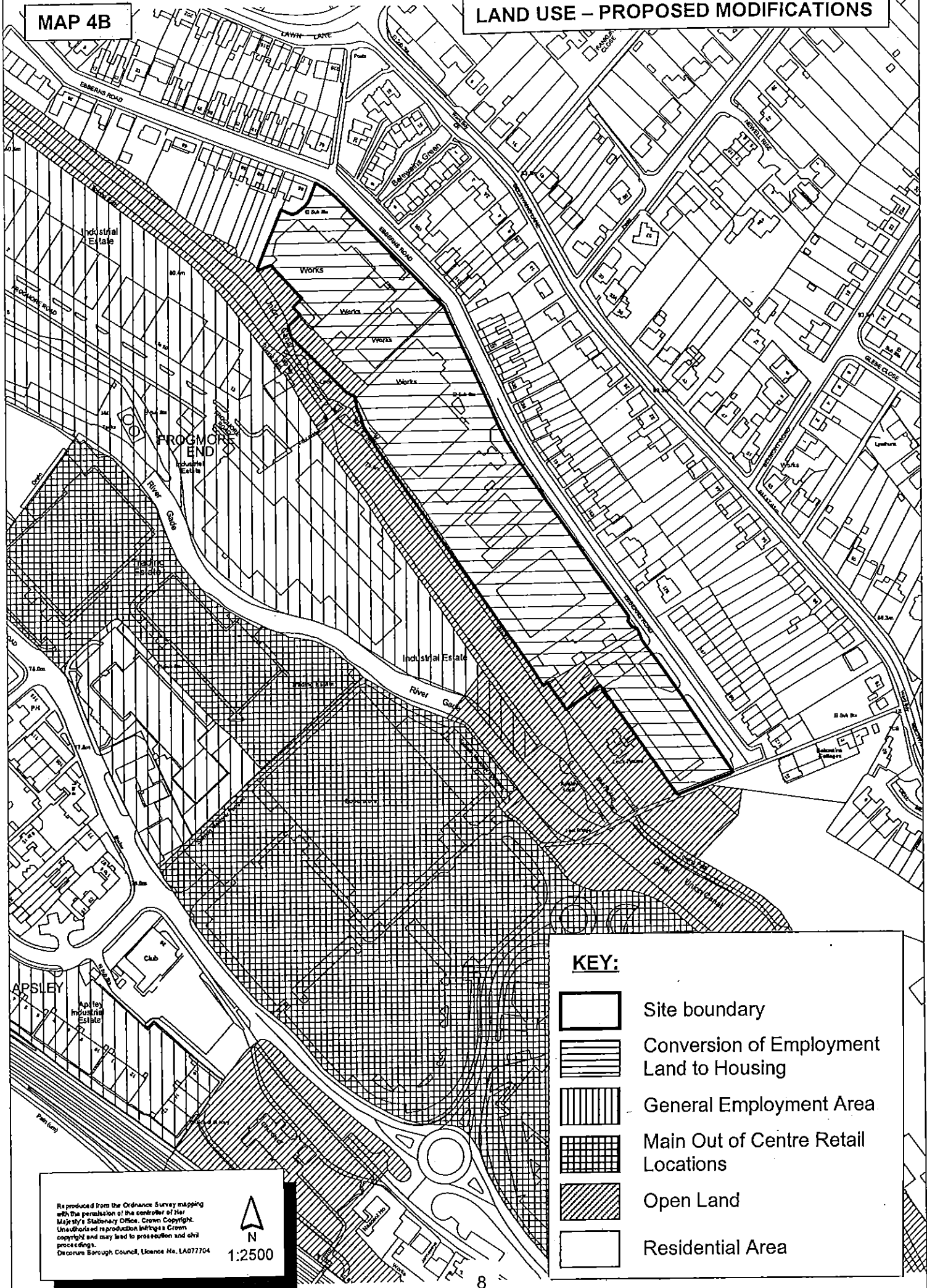


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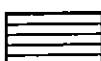



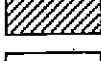
-  Site boundary
-  Conversion of Employment Land to Housing
-  General Employment Area
-  Open Land
-  Residential Area

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KEY:

-  Site boundary
-  Conversion of Employment Land to Housing
-  General Employment Area
-  Main Out of Centre Retail Locations
-  Open Land
-  Residential Area

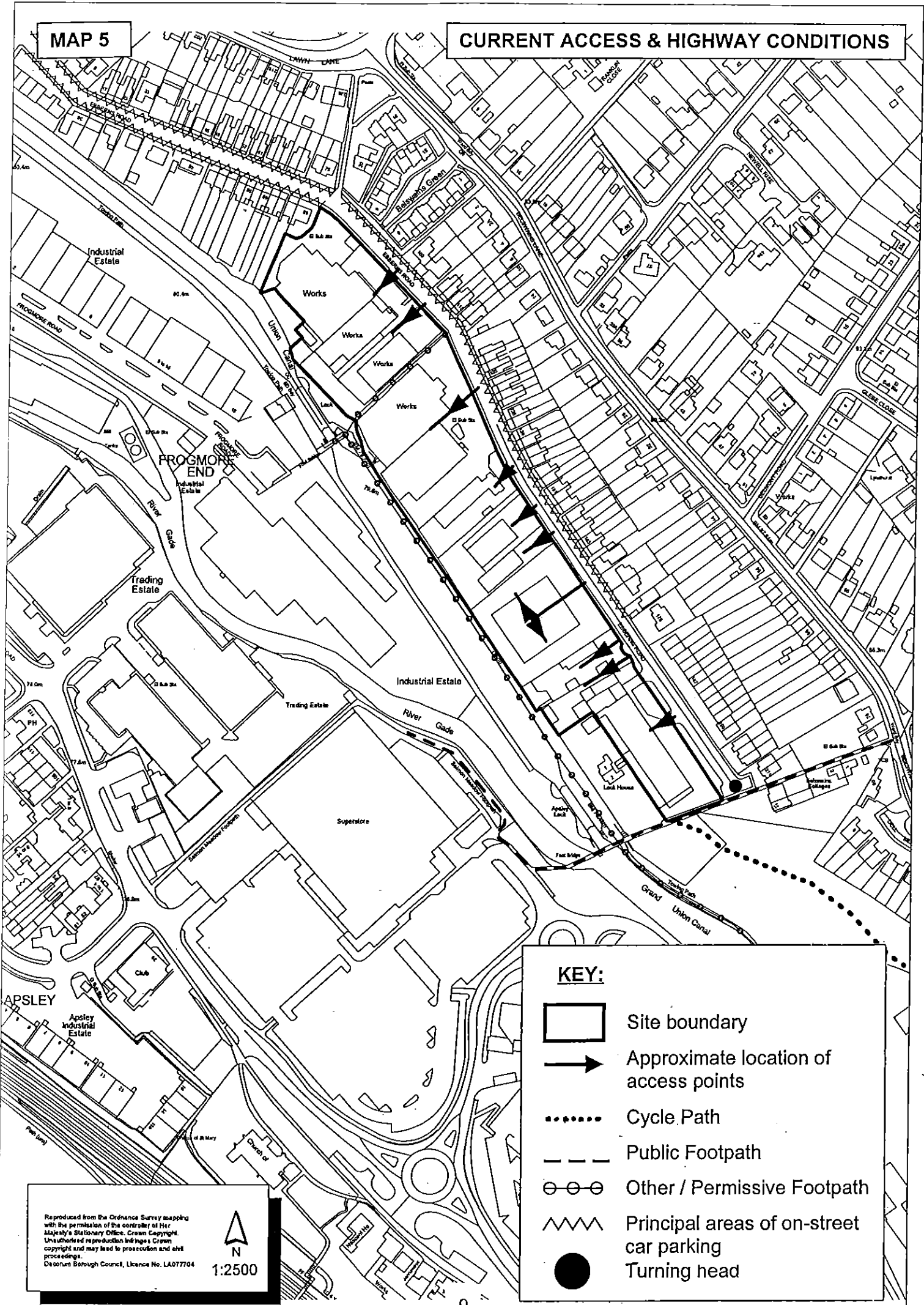
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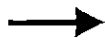


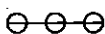


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MAP 5


CURRENT ACCESS & HIGHWAY CONDITIONS



KEY:

-  Site boundary
-  Approximate location of access points
-  Cycle Path
-  Public Footpath
-  Other / Permissive Footpath
-  Principal areas of on-street car parking
-  Turning head

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Access to Ebberns Road

- 3.3.5 The junction of Ebberns Road and Durrants Hill Road suffers from lack of visibility, with the 'hump back' bridge over the Grand Union Canal severely impairing the vision of drivers travelling along Durrants Hill Road and those emerging from Ebberns Road.

Access to Site

- 3.3.6 There are currently a number of different access points for the site off Ebberns Road. Access to existing commercial / industrial premises is primarily via forecourts, which also serve as parking and delivery areas. Access for the Barratts development on the former Ballinger Rawlings site is located opposite Nos. 167 & 169 Ebberns Road.



On-street car parking adjacent to commercial units, Ebberns Road

Parking & Manoeuvring

- 3.3.7 Ideally, the 'T' junction into Durrants Hill Road should be reconstructed to improve visibility. However, due to the location of existing buildings this is not considered to be a viable option. The problem will therefore continue to be mitigated by the imposition of parking restrictions.
- 3.3.8 Ebberns Road has a mixture of residential and industrial / commercial uses. The residential units flanking the north east side consist of older properties together with more recent infill development. The older properties are without garages, generating considerable demand for on-street parking. The more recent dwellings have off-street parking facilities, as do the industrial / commercial units flanking the south western side of the road.
- 3.3.9 Ebberns Road has a history of on-street parking, although this has increased in recent years. The parking is concentrated on the side of the road where residential uses dominate. Substantial parking also exists on the industrial / commercial side of

the road where off-street parking is limited and any intensification of parking from these units spills onto the public highway.

- 3.3.10 Ebbens Road has a width of approximately 7.3m, which is greatly reduced when parking occurs on both sides of the road. In these instances, the effective width for two cars to pass (4.8m) often cannot be achieved. This has the effect of preventing two-way traffic from passing without waiting in an available passing point. These single lane traffic conditions are detrimental to highway safety.
- 3.3.11 Manoeuvring within the road is particularly difficult at peak times, with the only turning head located at the far end of Ebbens Road. As this is often used as 'overflow parking' most vehicles are forced to turn in the forecourts and access roads of the various industrial / commercial units.

Parking Restrictions

- 3.3.12 The current parking restrictions in Ebbens Road / Durrants Hill Road consist of limited 'junction protection.' The existing Traffic Regulations Order restricts parking in Ebbens Road for a distance of 9 metres on the north east side and 20 metres on the south west side. Parking is prohibited here from Monday – Saturday 8.30am to 6.30pm.
- 3.3.13 As a result of the proposed redevelopment, these parking restrictions will need to be examined. It is likely that additional restrictions will be required to prevent parking on the south western side of Ebbens Road and therefore allow a greater passing width for vehicles. However, these controls should not be imposed to the detriment of those properties currently without off-street parking provision.
- 3.3.14 Any review of parking restrictions will be a matter for Hertfordshire County Council, as the Highways Authority.

Access to Public Transport

- 3.3.15 The site is located within approximately 650m of Apsley railway station and 2km of Hemel Hempstead's main railway station. Both stations have regular services between London, Watford and Milton Keynes. There is also a more limited service to Birmingham International and Birmingham New Street stations.
- 3.3.16 A number of bus routes also serve Belswains Lane / Lawn Lane to the north east and London Road to the south west of the site. These provide access to Aylesbury, Tring, Watford, Stevenage, St Albans and Welwyn Garden City. There is also a regular bus service within Hemel Hempstead itself.

Footpath & Cycle Links

- 3.3.17 Pedestrian access is provided by a public footpath linking Belswains Lane and London Road (Public Footpath 71). The towpath of the Grand Union Canal also runs adjacent to the site.
- 3.3.18 There are currently no specified or advisory cycle routes.

3.4 OPEN SPACE

- 3.4.1 Areas of open space make a significant contribution to the form and character of an area. Hemel Hempstead New Town was planned with sufficient open space provision, with just over the leisure space standard of 2.8ha per 1,000 head of population. Ebberns Road is mainly reliant on gardens to provide its green spaces. The nearest open space is located at Durrants Hill Road (see Map 3). This consists of both formal play equipment and informal open space.
- 3.4.2 The Grand Union Canal and adjacent land therefore play an important role, serving both as informal recreation space and as a 'green corridor.' This importance is reflected in its designation as 'Open Land' in the Dacorum Borough Local Plan.

3.5 VIEWS

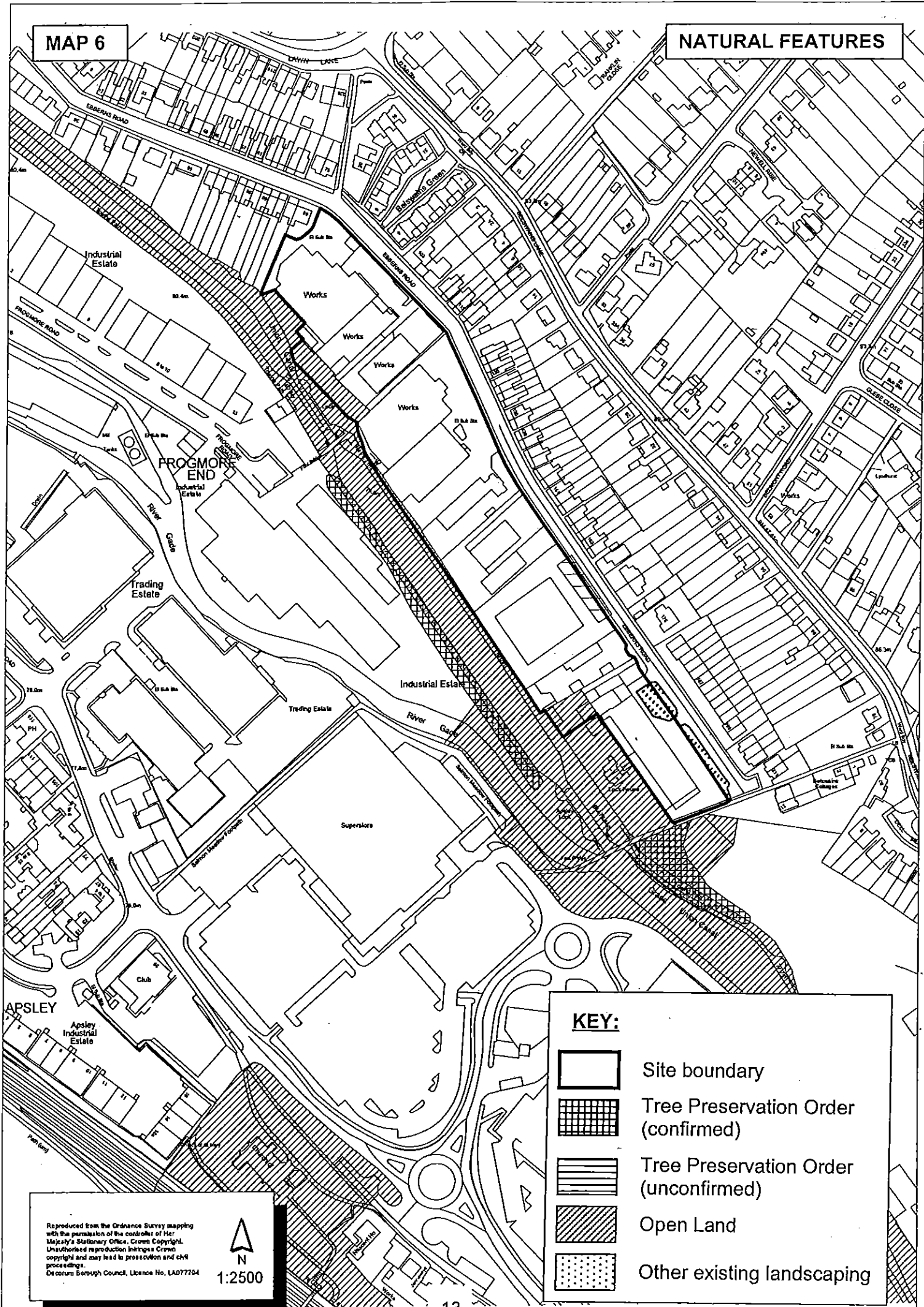
- 3.5.1 Southern views of the Gade Valley can be obtained throughout the local area. Local landmarks include St Marys Church and the Shendish estate.

3.6 NATURAL ENVIRONMENT



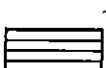

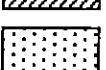
- 3.6.1 The Grand Union Canal, along with the River Gade, forms the main wetland corridor linking Hemel Hempstead with the surrounding countryside, and provides a habitat in its own right. In recognition of its ecological importance it has been designated as a County Wildlife Site. The canal and its margins are also classified as a Grade A site of Borough-wide nature conservation importance in the Hemel Hempstead Nature Conservation Study.
- 3.6.2 A row of Willow trees on the opposite bank of the canal and an area of mixed hardwoods located to the south west of the site are protected by Tree Preservation Orders (TPOs). An application was made in December 2001 for a TPO covering 11 silver birch trees on the Ebberns Road frontage, adjacent to Balrawl House. However, although considered to be of significant amenity value, this Order has not been confirmed. 10 of these silver birch have been retained as a feature of the new Barratts Home development.
- 3.6.3 A small area of grass, interspersed with ornamental cherry trees is located to the south east of the site, forming a narrow buffer between Ebberns Road and the car park of VP Rollers Ltd.
- 3.6.4 Map 6 summarises the main landscape features of the site.

3.7 GROUND CONDITIONS

- 3.7.1 The site is low lying and slopes gently from Ebberns Road towards the canal.
- 3.7.2 Ground conditions can only be satisfactorily ascertained by a soil survey, but it is important to note that:-
- (a) the water table is high;
 - (b) there could be ground contamination, due to the current industrial use of the site



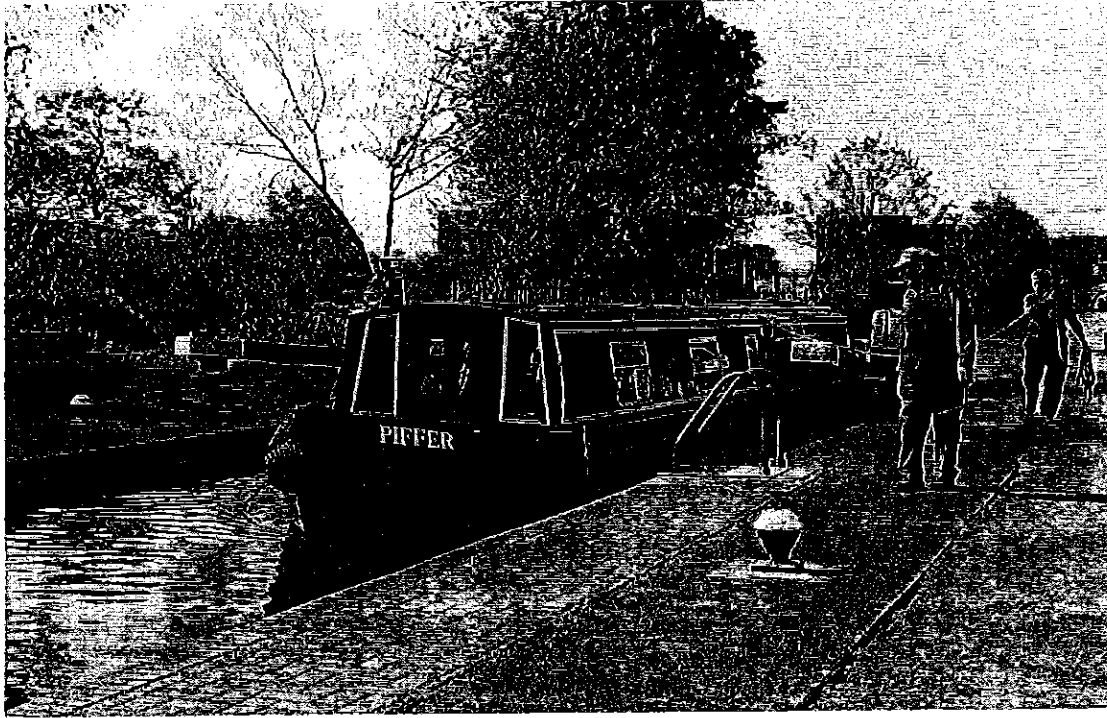
KEY:

-  Site boundary
-  Tree Preservation Order (confirmed)
-  Tree Preservation Order (unconfirmed)
-  Open Land
-  Other existing landscaping

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The Grand Union Canal towpath at Apsley Lock

3.8 UTILITIES INFRASTRUCTURE

- 3.8.1 *Note: Map 7 illustrates the approximate location of the principal gas pipelines, water mains and trunk sewers on the site. This information is provided for guidance only. Full details regarding the precise location of existing service infrastructure and any requirements for additional future provision should be sought from the relevant utility companies. Contact details are provided in Appendix 1.*

Water

- 3.8.2 Water distribution mains run down the length of Ebbens Road. Three Valleys Water state that whilst it appears that there may be sufficient infrastructure to supply the site, this can only be confirmed when the exact water requirements of the new development are known.
- 3.8.3 When working in close proximity to water supply apparatus, Three Valleys Water request that a number of precautions are taken. These are set out in more detail in Appendix 2.

Sewers

- 3.8.4 A Public Foul Sewer and Public Surface Water Sewer run through the site and in practice will constrain the form and layout of development. For further information regarding these pipelines, please contact Thames Water.

British Telecom

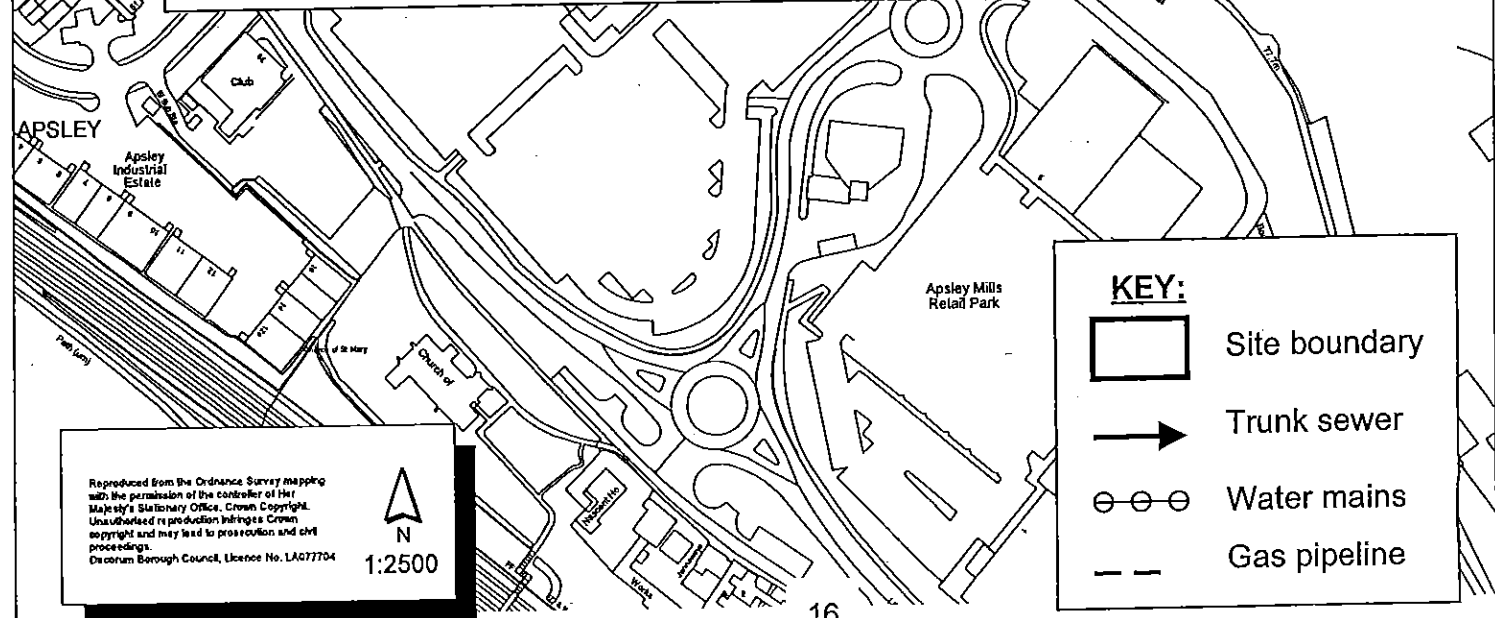
- 3.8.5 Where a proposed development will affect existing BT apparatus in the public highway, the cost of any protection and/or diversion work on or off site is likely to be chargeable, with the resulting costs borne by the developer.
- 3.8.6 For further information regarding the location of existing BT equipment and advice relating to the installation of new telephone lines, please contact the company direct.

Gas & Electricity Supplies



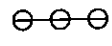
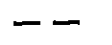
- 3.8.7 24Seven Utility Services and Transco should be contacted direct about the location of electricity and gas infrastructure respectively. An electricity sub station is located within the northern section of the site (see Map 7).



Note: This plan only indicates the approximate locations of underground pipelines only. For more detailed information, please contact the relevant utility company.

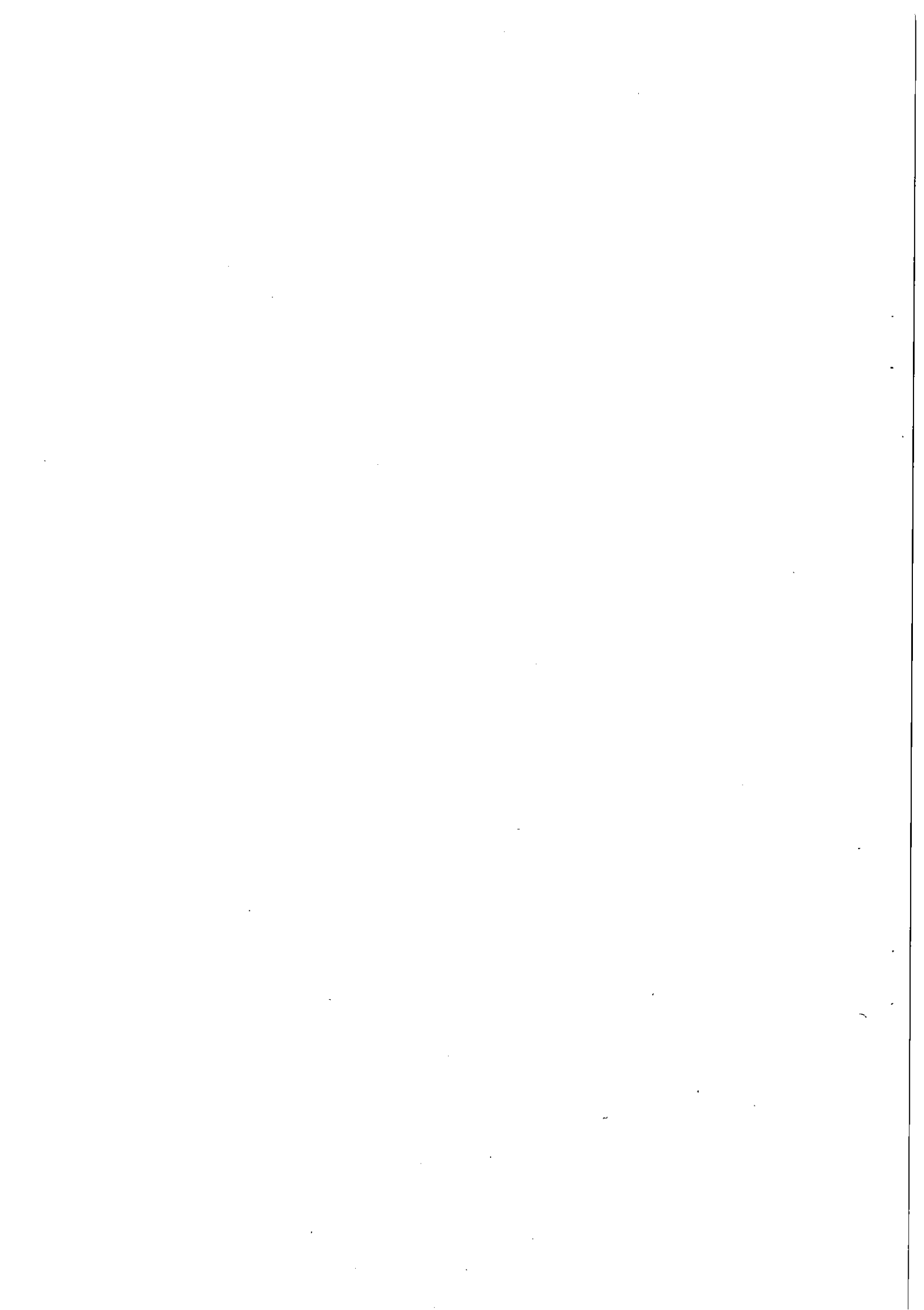


KEY:

-  Site boundary
-  Trunk sewer
-  Water mains
-  Gas pipeline

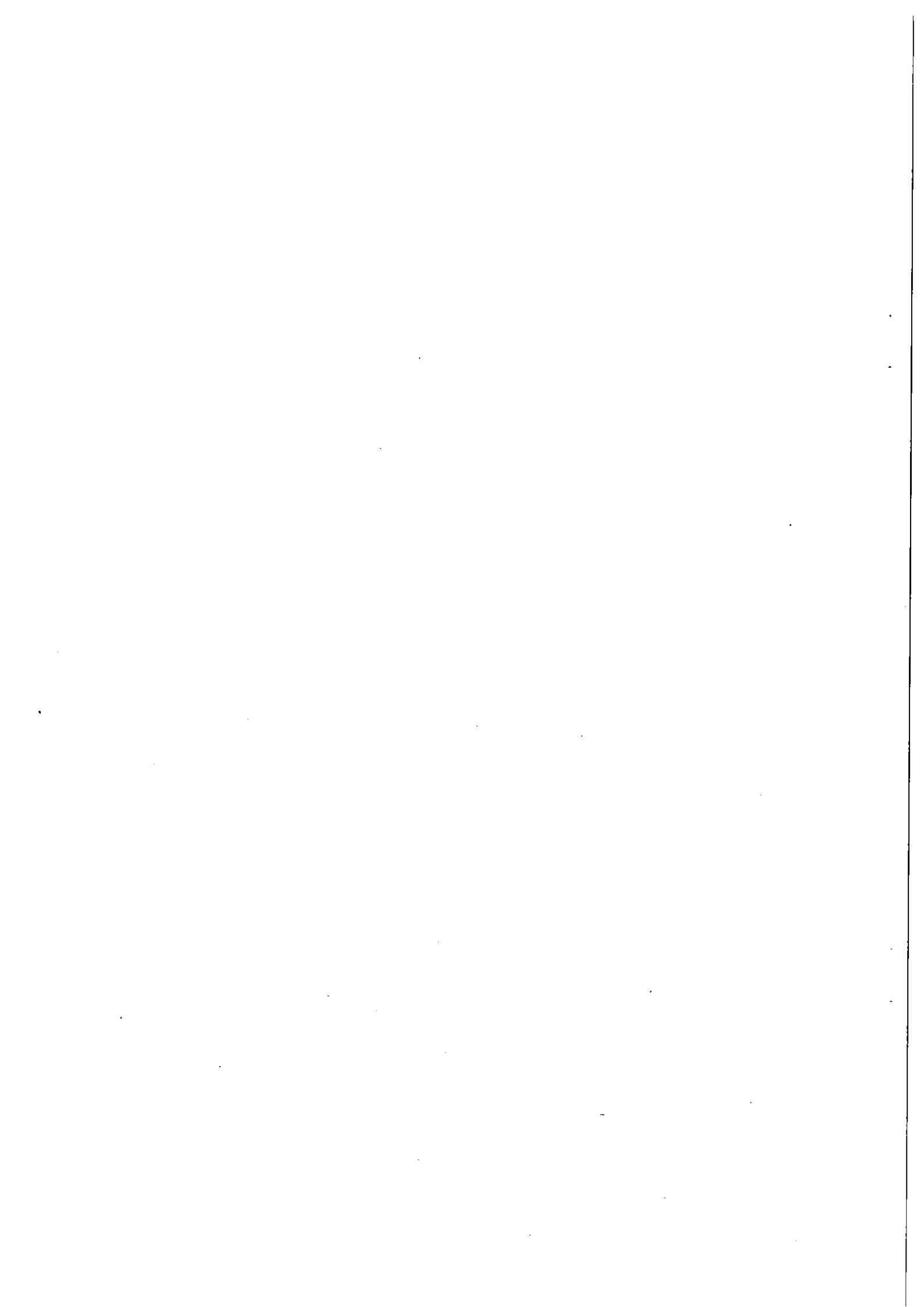
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Section 4

PLANNING POLICY



4. PLANNING POLICY

4.1 THE DEVELOPMENT PLAN

4.1.1 Planning policies affecting the land are set out in:

a) Hertfordshire County Structure Plan 1991-2011 (adopted 30 April 1998);

and

b) Dacorum Borough Local Plan (adopted 12 April 1995) and the emerging Dacorum Borough Local Plan 1991-2011

4.2 HERTFORDSHIRE COUNTY STRUCTURE PLAN

4.2.1 This plan establishes a strategic development framework for the County. It includes important guiding policies relating to the location and form of development, providing an adequate supply of land for housing, maintaining the essential character of the County and important social and economic objectives.

4.2.2 A key requirement of the Structure Plan is that provision for 7,200 dwellings is made within the Borough of Dacorum between 1991 and 2011 (Policy 9).

4.2.3 One of the aims of the Structure Plan is to ensure that housing needs are met. Guidance on the provision of affordable housing is contained in Policy 10. This states that the type and level of need for affordable housing will be identified from local authority housing needs surveys and housing strategies, and targets will be indicated in local plans. The most recent Housing Needs Survey, conducted by Fordham Research Limited on behalf of the Borough Council, was published in January 1999.

4.2.4 Other relevant policies relate to the reduction of travel need and car usage. Policy 22 seeks to reduce the growth in private motor traffic on roads and to minimise its environmental impact. Developments which enable the provision of improved facilities for pedestrians, cyclists and public transport will also be supported and encouraged (Policy 23).

4.2.5 Development will be required to take full account of the need to protect and enhance the water environment (Policy 39).

4.3 DACORUM BOROUGH LOCAL PLAN – DEPOSIT DRAFT

4.3.1 The Dacorum Borough Local Plan follows the development strategy of the Structure Plan and seeks to direct development towards the towns. Further information regarding the site is contained in the Two Waters and Apsley Study published for consultation in December 1996. The amended study is incorporated into Part 4 of the Deposit Draft of the Dacorum Borough Local Plan 1991-2011.

4.3.2 Within the adopted Dacorum Borough Local Plan the site is classified as an established employment generating use located outside of the General Employment Areas, employment areas in the Green Belt and town and local centres. Within such sites, existing employment generating uses will not be disturbed unless they cause environmental problems in terms of noise, smell, pollution, safety or traffic generation (Adopted Policy 30). However, due to recent pressures to find additional 'brownfield'

sites for housing development within the Borough, combined with research indicating that Dacorum would have a potential over-supply of employment land, the site has been re-designated. The Deposit Draft of the Dacorum Borough Local Plan 1991-2011 therefore identifies Ebberns Road as an area where the conversion of employment land to residential use is clearly preferred (Policy 33). Policy TWA4 contains further details regarding specific planning requirements for this site.

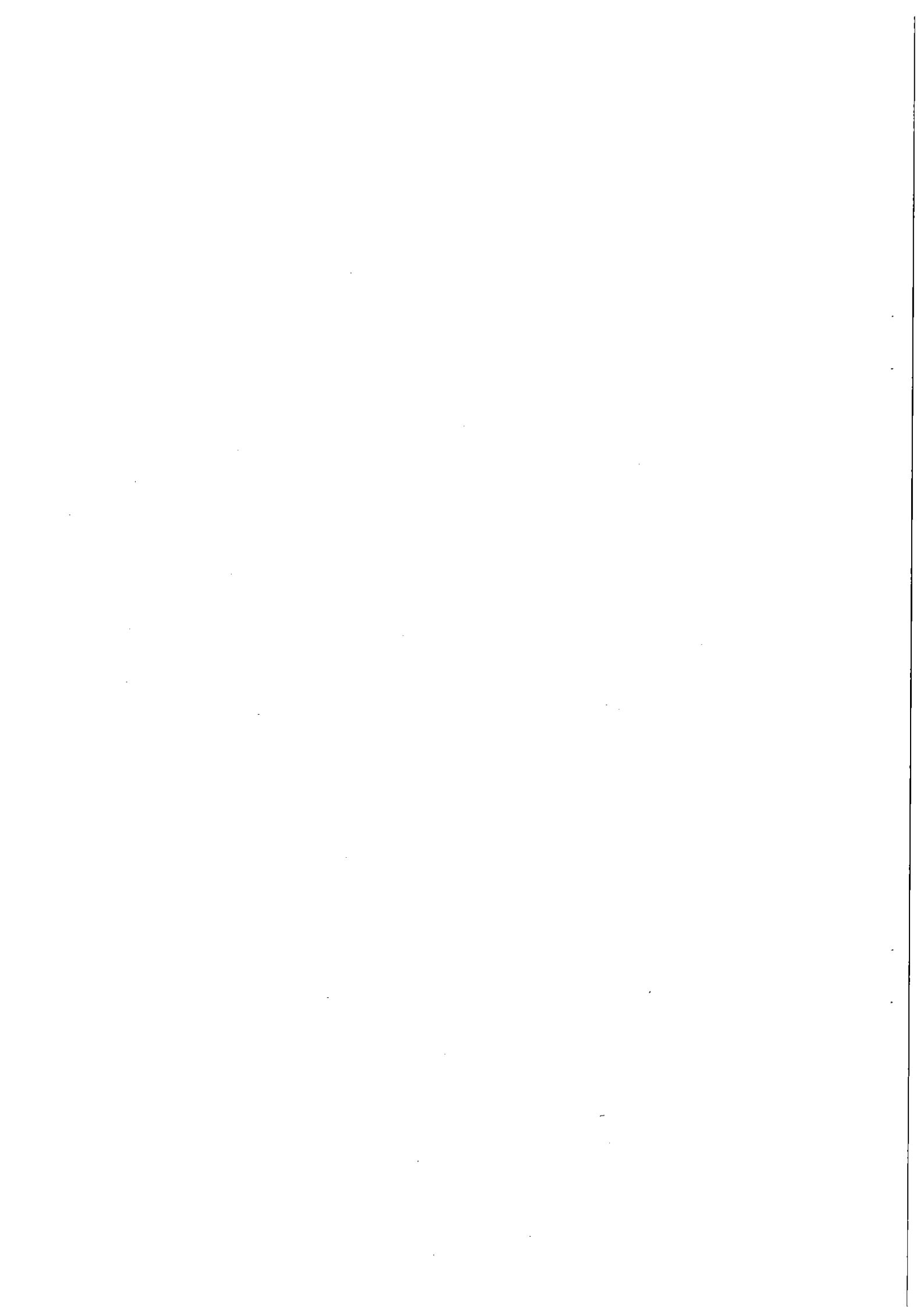
- 4.3.3 The Borough Council's housing needs survey has revealed that there is a clear need for additional affordable housing within Dacorum. Policies 19 (Adopted) and 21 (Deposit) require that on large sites such as this, an element of affordable housing will be sought. In general this should equate to a minimum of 20% of the total number of units, increasing with the size of site in the urban area to around 35%. The Council would normally seek a level of 25% affordable housing on this site.
- 4.3.4 High standards of design should be achieved by all new development and both PPG1 (General Policy & Principles) and PPG3 (Housing) make it clear that local planning authorities should reject poor designs.
- 4.3.5 The Local Plan makes certain criteria-based requirements relating to the quality of new development (Policy 8 / 9). New developments are, amongst other things, required to respect the townscape, density and general character of the area in which it is set. Further information regarding the layout and design of residential areas is contained within sections 2 and 3 of the Environmental Guidelines.
- 4.3.6 The site is located adjacent to the Grand Union Canal – identified as an important 'route corridor' in the Hemel Hempstead Open Land Strategy (Deposit Policy 110). Reference should also be made to Policies 107 (Adopted) and 112 (Deposit) regarding the canalside environment and Policy TWA1 relating specifically to the canal corridor through Two Waters and Apsley. A proposed cycle route between Two Waters, Apsley and Nash Mills (Proposal TWA20) runs along the southern boundary of the site, adjacent to the canal. Improvements are also proposed to the local footpath network (Proposal TWA21).
- 4.3.7 On 24th July 2002, the Council adopted 'Accessibility Zones for the Application of Car Parking Standards' as supplementary planning guidance (SPG) for use in development control. These accessibility zones are now a material consideration when determining applications for new non-residential development (such as shops, restaurants, offices, industrial units, and community and leisure facilities). New residential development will generally be expected to accommodate all parking demand on site. However, lower levels of parking provision may be acceptable where demand is likely to be less and a tendency for overspill on-street is, or can be, controlled e.g. high density housing in town centres, near railway stations or housing above shops.

4.4 MODIFICATIONS TO THE DACORUM BOROUGH LOCAL PLAN

- 4.4.1 The Inspector's Report into the Deposit draft Plan was published in September 2002. As a consequence of this Report, two related documents have been published – The Council's Statement of Decisions on the Inspector's Report and the List of Proposed Modifications. These were adopted by the Council for use in Development Control on 25th June 2003.
- 4.4.2 Changes made to the Deposit Draft Plan of particular significance to this site include:-

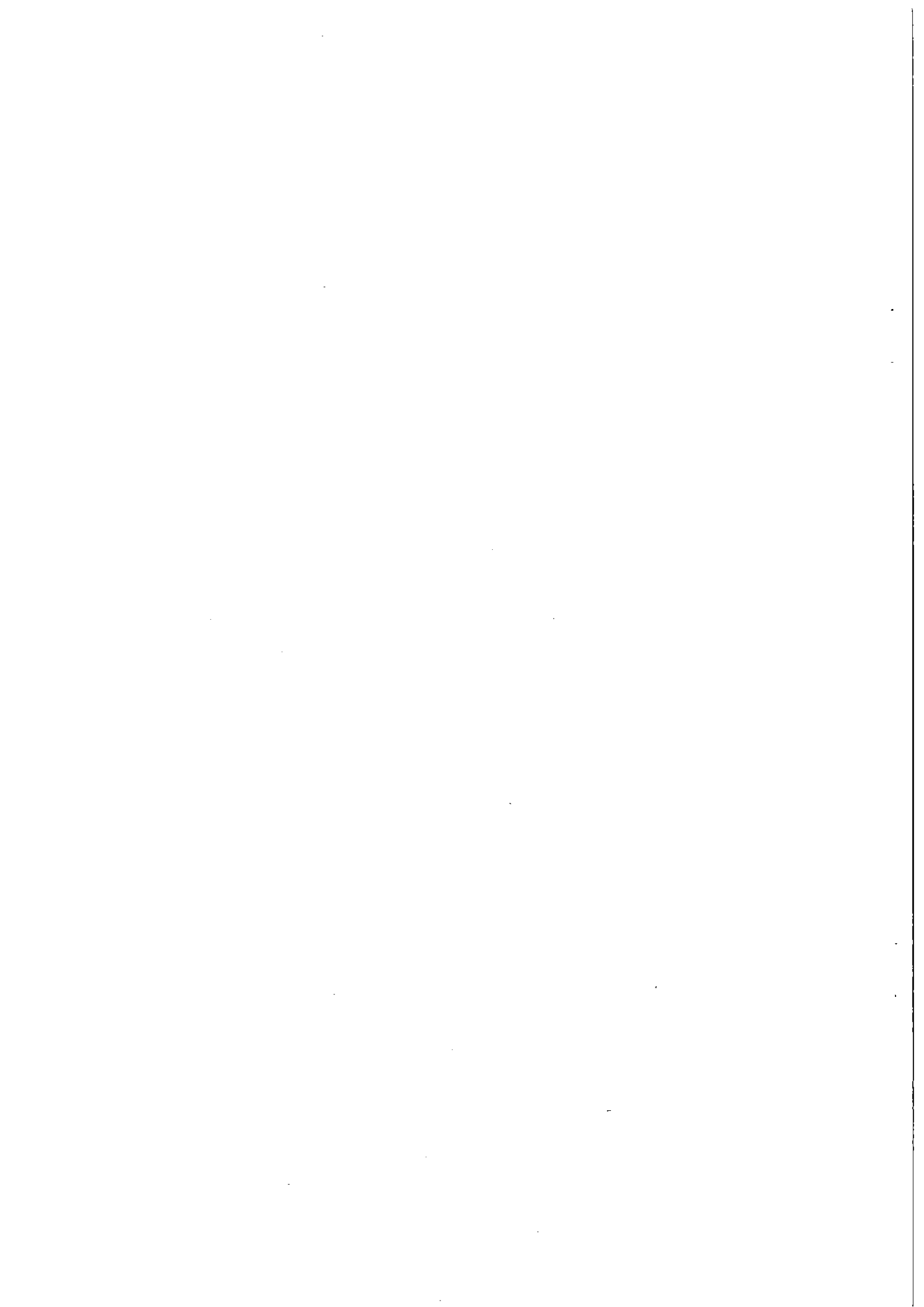
- Extension of the designated Open Land area to include the entire British Waterways section yard (apart for the access road)
- New policies relating to Flood Prevention and Water Conservation and Sustainable Drainage Systems
- Revised parking standards, incorporating the accessibility zones principle
- Amended proposals relating to the local footpath network
- Deletion of sections 2 and 3 of the Environmental Guidelines and their inclusion as appendices to the Written Statement

4.4.3 Reference should be made to the most up-to-date version of the Local Plan when submitting a planning application.



Section 5

DEVELOPMENT REQUIREMENTS



5. DEVELOPMENT REQUIREMENTS

5.1 GENERAL

5.1.1 The planning and highways authorities will expect development proposals to be based on the main principles set out in this section. These derive from the consideration of:

- (a) The stated purpose of achieving a comprehensive and co-ordinated form of residential development;
- (b) The character of the land and its surroundings;
- (c) Local planning policies encouraging a mix of residential development in the area as a whole and giving environmental and other guidelines;
- (d) Access arrangements – in particular achievement of satisfactory access to the development land, taking full account of the likely effects on Ebbens Road
- (e) Ensuring there is satisfactory infrastructure provision

5.1.2 Map 8 summarises some of these points.

5.2 LAND USE

5.2.1 The Council's clear preference and intention is that the whole of the land should be used for residential (and ancillary) purposes. The only exception should be the retention of the British Waterways section yard in its current location, adjoining the canal towpath at Apsley Lock.

5.2.2 It is anticipated that the site will include a mix of dwelling types, with a bias towards flats and terraced housing. This residential development should incorporate a proportion of one and two bedroom properties, although three bedroom units are generally acceptable.

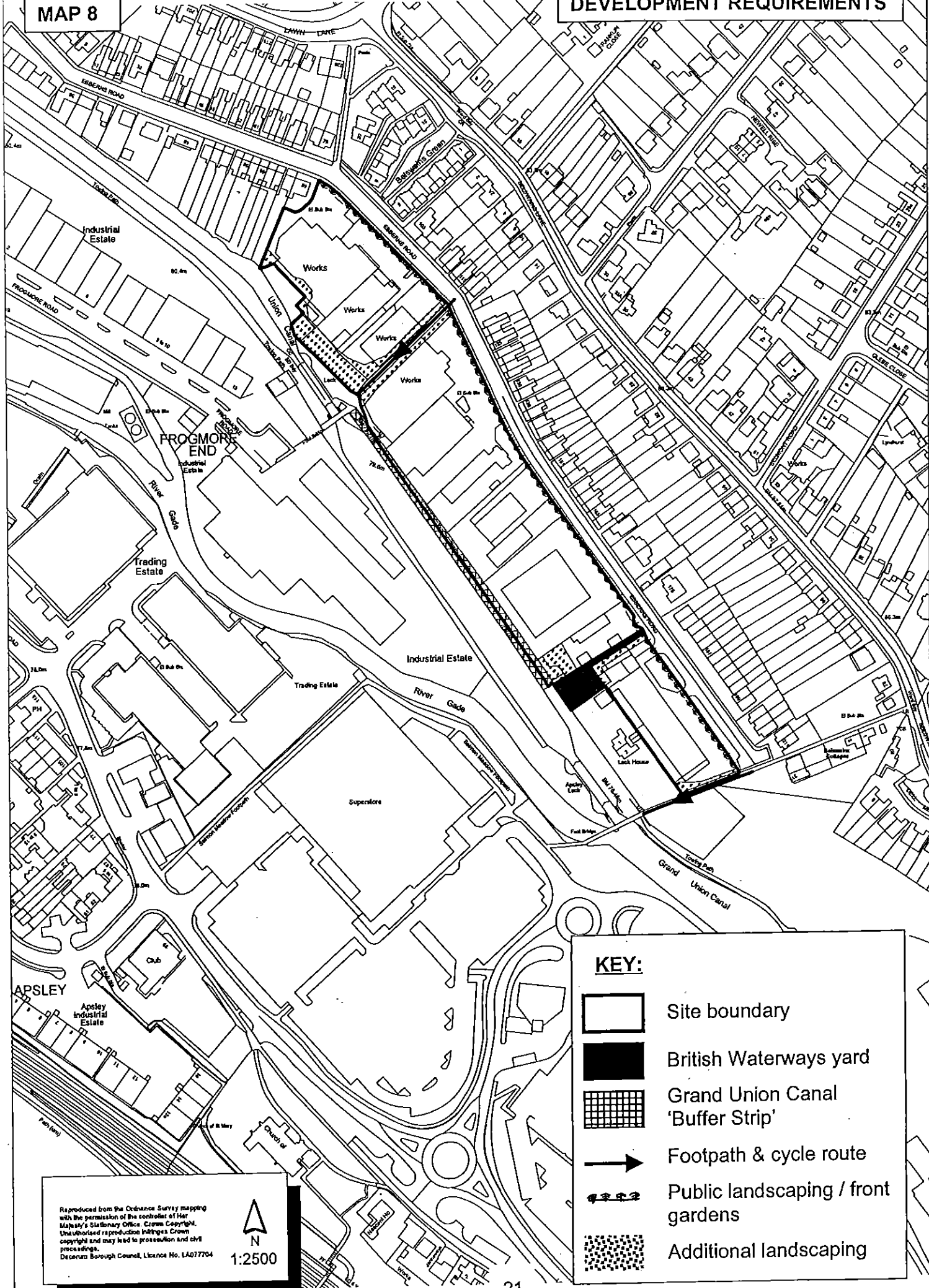
5.2.3 The former Ballinger Rawlings site is being developed at a density of approximately 80 dwellings/ha. However, the density achievable across the whole site is likely to be considerably lower, due to the need to accommodate access roads, amenity space, and a mixture of housing types.

5.2.4 Due to the importance of achieving a high quality development, meeting access, parking, landscaping and other requirements, the Council has not specified the precise number of dwellings sought. However, it is estimated that the site will accommodate approximately 100 dwellings (including the 24 units already built). This equates to an overall site density of between 45 and 50 dwellings per hectare.



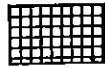

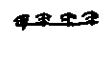

5.3 BUILDING DESIGN & LAYOUT

5.3.1 The principle design considerations for this site are:-

- (a) the relationship of the development to the Grand Union Canal – upgrading the quality of development by the canal and significantly enhancing the wildlife corridor; making focal points of the lock areas
- (b) the integration of the site into adjoining residential areas



KEY:

-  Site boundary
-  British Waterways yard
-  Grand Union Canal 'Buffer Strip'
-  Footpath & cycle route
-  Public landscaping / front gardens
-  Additional landscaping

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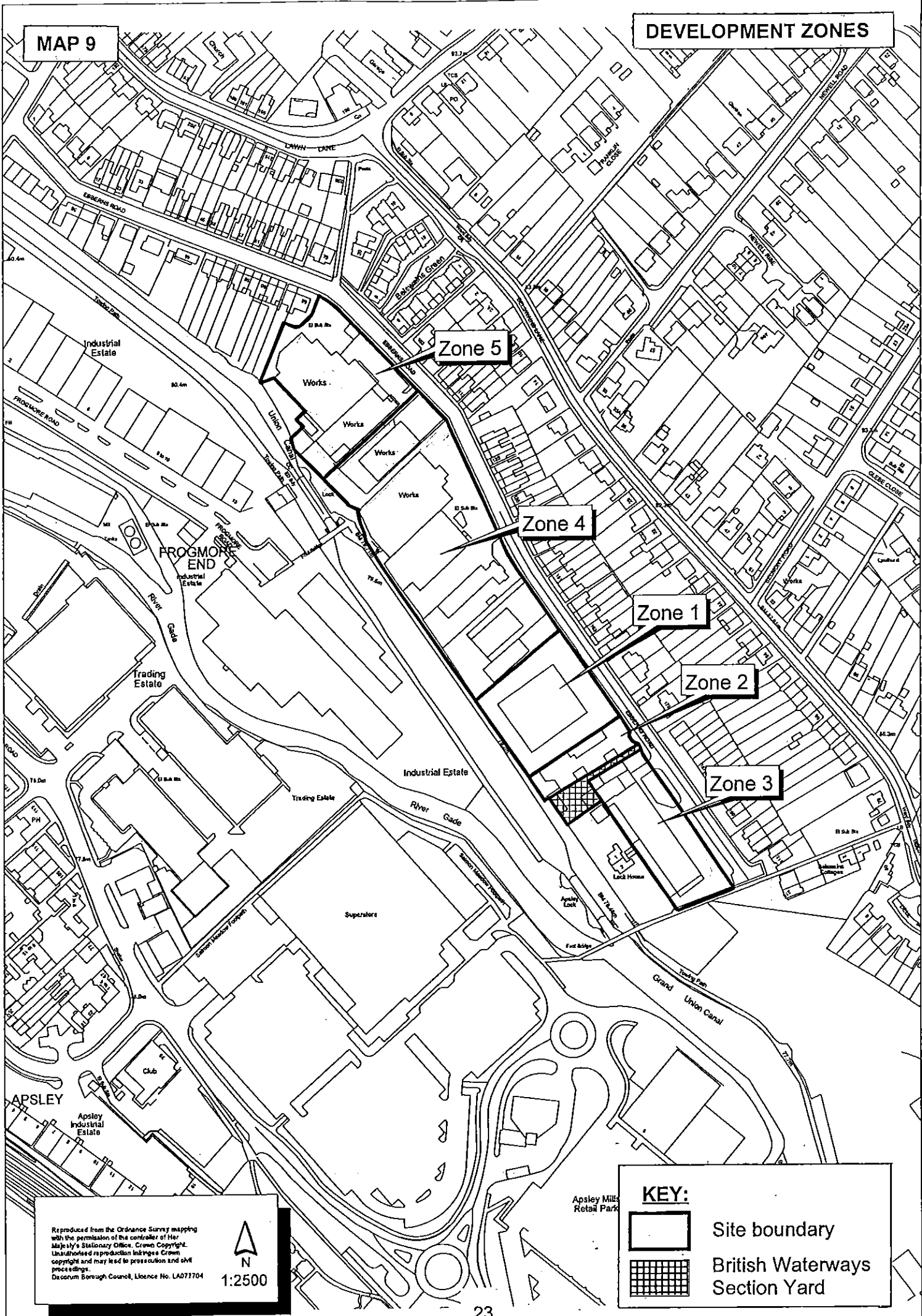
- (c) local pedestrian / cycle improvements
- (d) maintaining important views – ensuring the site contributes to the wider network links with, for example, Apsley local centre and its community facilities, Sainsburys, Apsley Paper Trail etc
- (e) limiting the number of vehicular access points onto Ebberns Road

General Principles

- 5.3.2 The land covered by this Brief has been divided into 5 zones, each subject to different constraints and with different requirements in terms of urban design. The location of these zones is indicated on Map 9.
- 5.3.3 A zonal approach has been chosen to reflect the different physical characteristics and land ownership on site, and to reflect the likely phasing of development within the site as a whole.
- 5.3.4 Although the site is likely to be developed in a number of phases, a careful approach must be taken towards the choice of materials to ensure the creation of a harmonious development, capable of generating a strong local identity, but including sufficient variety to create interest.
- 5.3.5 The appearance of the proposed development and its relationship to its surroundings will be important considerations when submitting a planning application for this site.
- 5.3.6 New residential development should be compatible with existing housing styles, in terms of height, size and spacing, be appropriate in scale and use attractive and harmonious proportions. The density profile across the site should vary, but enable the new development to blend in with its surroundings.
- 5.3.7 The layout of the development should reinforce the built edge facing Ebberns Road. However, these edges must be permeable, with strong links established to the existing cycle networks and paths, connecting the site to surrounding activities and neighbourhoods.
- 5.3.8 Particular attention must be paid to the layout of the site and building heights to ensure that views across the Gade Valley are preserved.
- 5.3.9 A comprehensive maintenance system will be required for any flats / apartments within the site. Provision should also be made for waste management facilities to serve these units. These areas must be located away from the canalside, conveniently positioned for residents, well screened and of sufficient size to cater for both normal domestic waste and recycling.
- 5.3.10 A very high standard of design is expected across the whole site.

Zone 1

- 5.3.11 The layout and design of the Ebberns Road site is restricted by the redevelopment of the former Ballinger Rawlings site. This development takes the form of 24 two bedroom flats, in three 2 ½ storey blocks. (The term 2 ½ storey refers to development where the 3rd floor is incorporated in the loft space and the windows are usually in the form of roof dormers. This arrangement results in a lower building height than for traditional 3-storey development). The largest of these blocks faces


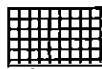


FROGMORE END


APSLEY

Apsley Mills Retail Park

KEY:

-  Site boundary
-  British Waterways Section Yard

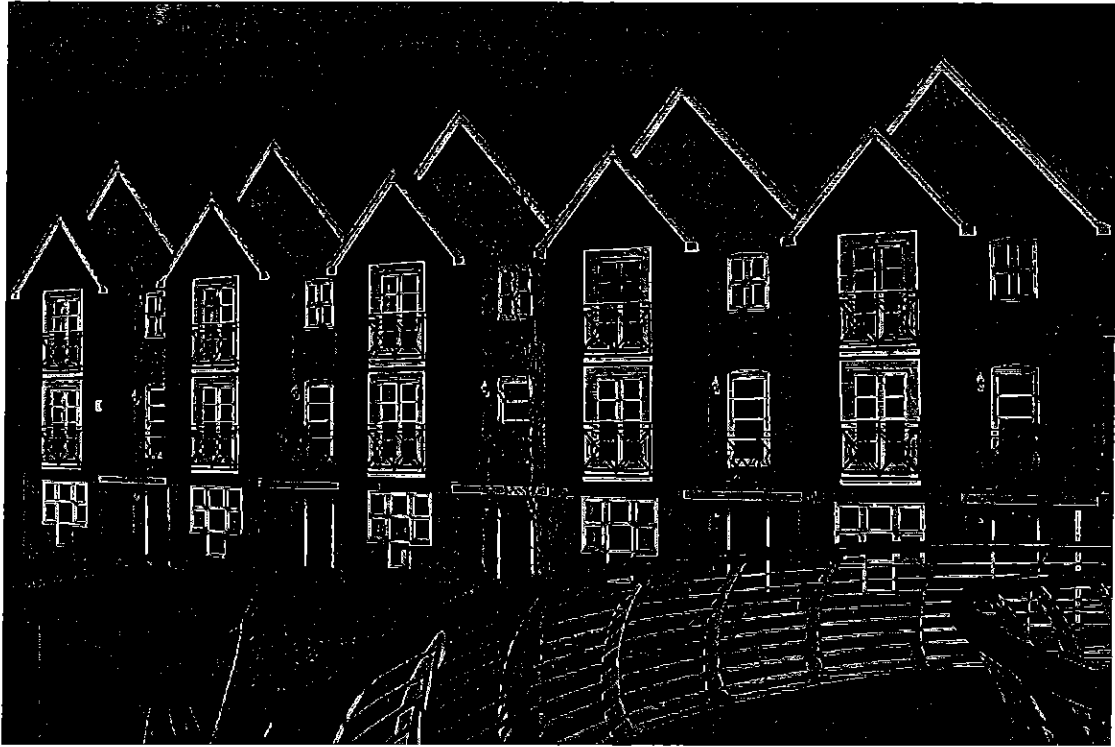
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Existing house styles, Ebbens Road





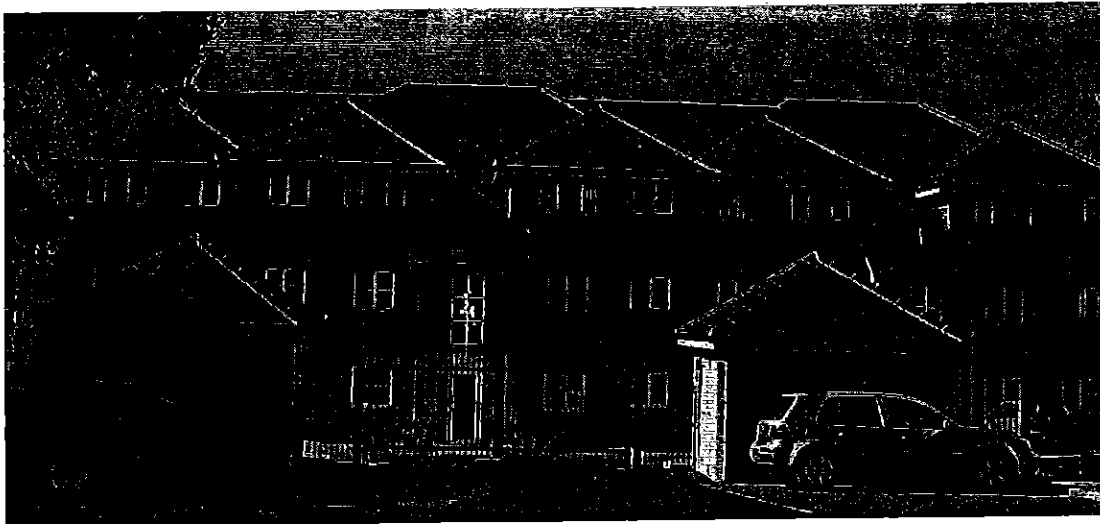
New high quality housing, Apsley Lock



New housing and marina, Apsley Lock

the canal, whilst the two smaller blocks front onto Ebbens Road. Both vehicles and pedestrians enter the site through a gated access road.

- 5.3.12 The style and density of development permitted for this specific area (Zone 1) should not be applied uniformly across the whole site. A greater variety of dwelling sizes and types is required, interspersed with areas of informal planting that relates well to the canalside setting.



The new Barratts development – 'Rushmere Court'

Zone 2

- 5.3.13 This small area of land lies between the new Barratts Homes development and the British Waterways section yard.
- 5.3.14 The buildings should be orientated to ensure that they reflect the design and layout of the existing residential development to the west. 2 ½ or 3 storey development will therefore be appropriate in this location.
- 5.3.15 However, careful attention must be paid to both the scale and layout of these buildings to ensure that views across the Gade Valley are maintained and that existing dwellings in Ebbens Road are not overshadowed.
- 5.3.16 Buildings should be a minimum of 6.1m from the footway, to respect the existing building line, with the 1.8m grass verge containing the Silver Birch trees continued along the Ebbens Road frontage. A buffer strip should also be provided between the new development and the Grand Union Canal. This should be a minimum of 8 metres wide. Additional planting will also be required to screen the adjacent section yard.
- 5.3.17 A variety of dwelling types may be appropriate within this zone, including flats, townhouses, a single large detached house or a pair of semi-detached houses.
- 5.3.18 Development on the canal frontage is severely constrained due to the location of the trunk sewer (see Map 7).

Zone 3

- 5.3.19 The British Waterways section yard is to be retained as it provides an important canal-side facility in an appropriate location and is essential to the functioning of the canal corridor. The access road, yard and small wooden building adjacent to the towpath must therefore be protected and taken into account in designing development proposals around it.
- 5.3.20 The public footpath (No. 71) is also to be retained and fully integrated into the housing layout by the use of careful landscaping. Although the path itself can remain the current width, the landscaped area in which it is located should be widened. This will serve the dual purpose of opening up the area around the lock and improving pedestrians' feelings of personal safety.
- 5.3.21 Development on this site is constrained by the location of a trunk sewer (see Map 7).
- 5.3.22 The houses facing this part of the site are three storey town-houses, dating from the 1960's. This, combined with the fact that the site slopes gradually downwards towards the canal means that 2 ½ or 3 storey development will be encouraged in this location. This should take the form of either flats or town houses, with town houses the Council's preferred option. Town houses would require individual private gardens, whilst flats would be surrounded by an area of communal gardens, primarily located to the rear.
- 5.3.23 The buildings must be oriented so as to minimise their impact upon the existing 2 storey Lock House. Their style and design should complement this existing building and provide continuity with the Apsely Mills development to the south east of the site.

Zone 4

- 5.3.24 This is the largest zone within the site, extending from the new Barratts development to the unit currently occupied by ICW Switchgear.
- 5.3.25 This zone should be developed at a lower density than the south east of the site. Development should be a mixture of 2 and 3 storey, and a mixture of houses and flats. Any flats should be surrounded by communal gardens.
- 5.3.26 A mixture of unit sizes is encouraged within this zone to ensure that the site caters for both families and first time buyers. Dwellings fronting Ebbens Road should reflect the design and scale of the Victorian terraced houses opposite.
- 5.3.27 The internal spatial arrangement should include a variety of points of interest and create a sense of place and a feeling of belonging. Places for casual outdoor activity, especially for children, should be overlooked and space not easily supervised should be in private ownership and adequately fenced and screened.
- 5.3.28 2 ½ or 3 storey town houses are encouraged along the canal frontage. These should be arranged in short blocks, interspersed with small areas of open space, to maintain existing views from within the site towards the canal and the slopes of the Gade Valley beyond.
- 5.3.29 Gardens fronting the canal can be included within the landscaped buffer zone, if planted with native species and separated from the towpath and cycle path by means of metal railings or short post and rail fencing.



The existing Lock House, Apsley Lock



Existing 3 storey town housing, Ebbens Road

- 5.3.30 The footpath between SE Ison & Sons and Smiths Coffee Company falls within this Zone. Although located on private land and therefore not formally adopted as a public right of way, it provides an important pedestrian link between Ebberns Road and the footbridge adjacent to Frogmore Lock. It should therefore be widened and retained and developed as a feature of the site, for use by both cyclists and pedestrians.
- 5.3.31 A buffer strip of at least 12 metres is required between the new development and the Grand Union Canal.
- 5.3.32 A small area of designated 'Open Land' adjacent to the lock falls within Zone 4. Although this land could form part of a landscaped area separating the new development from the canal, its inclusion within the site does not mean that this land is available for the construction of houses, flats or ancillary development.

Zone 5

- 5.3.33 This zone covers the northern section of the Ebberns Road site.
- 5.3.34 Flats are likely to be the most appropriate form of development due to ground levels and boundary conditions. Development is however constrained by the location of the electricity sub-station.
- 5.3.35 Care should be taken to ensure that neighbouring residential units are not overshadowed. However, 2 ½ or 3 storey development is possible. Flats should be surrounded by communal gardens.
- 5.3.36 The self-seeded Sycamore trees on the bank marking the boundary of the site with Ebberns Road should either be retained or replaced. This will ensure the stability of the ground and act as a natural screen.
- 5.3.37 Attention must also be paid to the treatment of the northern boundary of the site. This also consists of a high retaining wall and substantial bank - involving both safety and visual considerations.
- 5.3.38 The open space around the lock should be retained and enhanced. A buffer strip of at least 12 metres is required in addition to this existing area of undeveloped land. As stated in paragraph 5.3.32 above, the land designated as 'Open Space' should form part of this landscaped area. It is not available to accommodate additional built development.

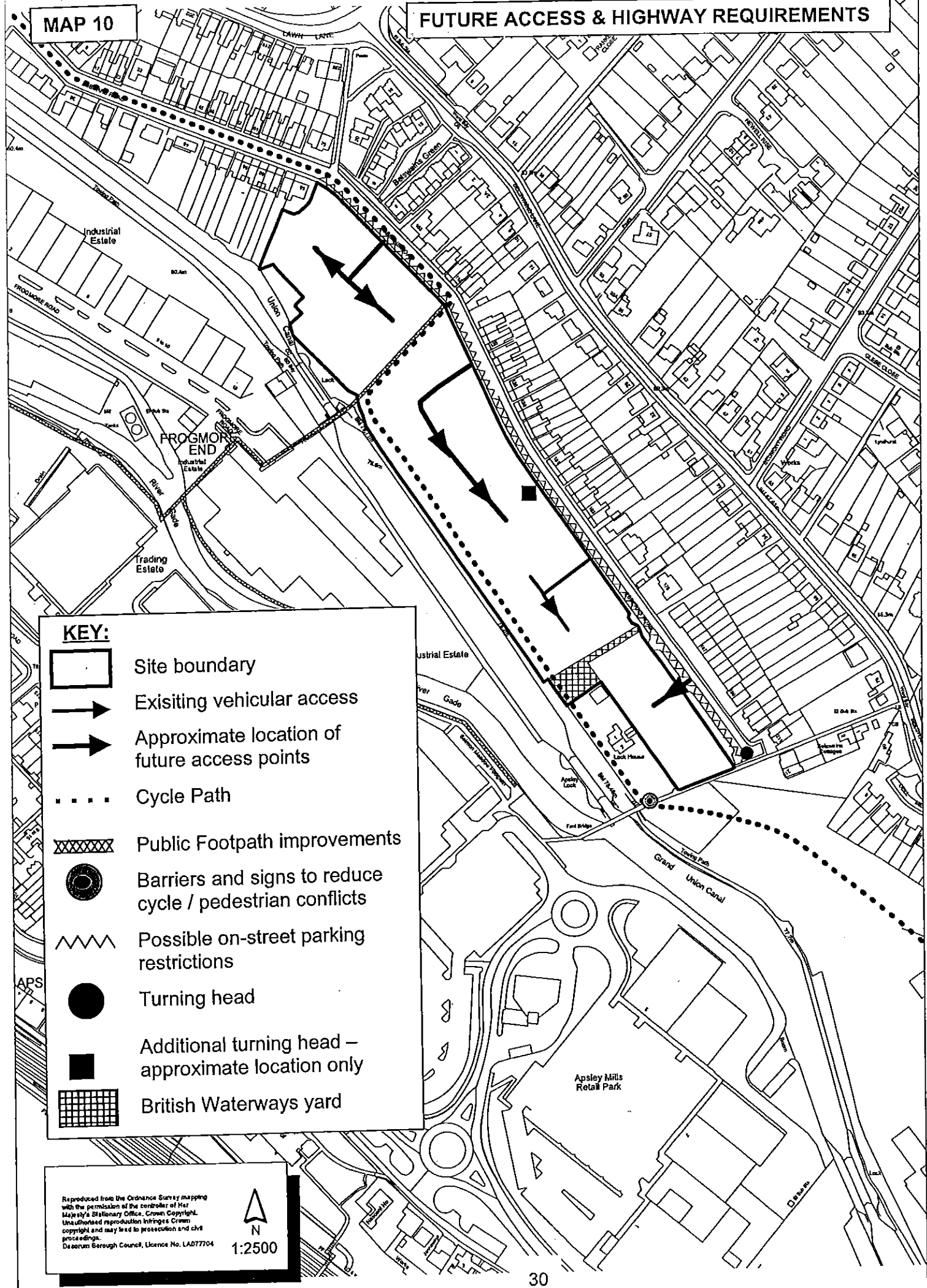
5.4 ACCESS & HIGHWAYS CONSIDERATIONS

General

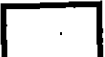
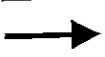








- 5.4.1 Map 10 outlines future access and highway requirements for the site.
- 5.4.2 The Council considers that while comprehensive residential development could generate extra traffic and movement, the redevelopment of the industrial / commercial units provides an opportunity to address and improve some of the existing highway issues.

Access to the Site

- 5.4.3 Road access to the new development should remain via Ebberns Road.



KEY:

-  Site boundary
-  Existing vehicular access
-  Approximate location of future access points
-  Cycle Path
-  Public Footpath improvements
-  Barriers and signs to reduce cycle / pedestrian conflicts
-  Possible on-street parking restrictions
-  Turning head
-  Additional turning head – approximate location only
-  British Waterways yard

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In determining suitable access arrangements for the site, the key considerations are:-

- (i) Safety along Ebbens Road
- (ii) The position of other accesses
- (iii) The general improvement of parking conditions and the appearance of Ebbens Road
- (iv) The amenity of occupiers adjoining access roads

5.4.4 As a result of these considerations, the highways authority have ruled out the following options:-

(a) One main access

- Since a cul-de-sac could not accommodate the number of dwellings envisaged

(b) A series of small cul-de-sacs

- Because of the impact on Ebbens Road, the difficulty of physically accommodating a number of junctions and the increased traffic dangers which will arise

5.4.5 The internal road layout should be designed to facilitate the comprehensive phased development of the site. However, each phase will need to provide an individually acceptable layout.

5.4.6 No roads should run adjacent to the canal side open space or contain long straight lengths.

5.4.7 It is possible to envisage a situation whereby the main access infrastructure is phased. This would be a matter for discussion with the Borough Council.

5.4.8 For further details regarding highway standards, please refer to "*Roads in Hertfordshire*," a guide for new developments published by Hertfordshire County Council.

Zone 1:

5.4.9 The vehicular access arrangements have already been established for this part of the site. The flats are reached by means of a gated courtyard access road that connects directly onto Ebbens Road, opposite No. 167.

5.4.10 This development has the effect of dividing the site into two separate parcels of land, with obvious consequences for access arrangements for the remainder of the site.

5.4.11 Consideration will need to be given to the possibility of transferring this part of Ebbens Road from private ownership to the County Council, and its formal adoption as a public highway.

Zone 2:

5.4.12 The preferred entry point to this part of the site is via the gated access road serving 'The Moorings.' This 'T' shaped road appears to have been specifically designed to

enable such an extension, both to the north west and south east. However, alternative access arrangements will be considered – such as the dual use of the access road to the British Waterways section yard.

Zone 3:

- 5.4.13 If developed for flats, entry to this part of Ebberns Road should be via a single access road. The creation of multiple access points would severely affect the safety of pedestrians using the pavement adjacent to the site. Town houses should be accessed directly from Ebberns Road.
- 5.4.14 To ease the manoeuvring of vehicles, the existing turning head should be widened.

Zone 4:

- 5.4.15 When considering access to this part of the site, consideration should be given to the provision of cycle / pedestrian access from Ebberns Road to the nearby lock. Although the precise location of this route is negotiable, it must relate well to existing pedestrian routes.
- 5.4.16 Principle access to the site should be via a single spur road. In addition to this spur road, one or two minor access roads of 4.8m wide, with a 1.8m footway on either side and/or verges for servicing, can be included within the development. The precise location of these access points should be negotiated with the Highways Authority.
- 5.4.17 A new turning head is required to serve this end of Ebberns Road. Developers should discuss with the Highways Agency as to whether this is most appropriately located in Zone 4 or 5.

Zone 5:

- 5.4.18 Access to the site shall be in the form of a single spur road, 5.5m wide, with frontage access for vehicles and pedestrians. The precise location of this access will be subject to negotiation. Provision must be made within the site to allow vehicles to safely manoeuvre. This may include the provision of a new turning head (see paragraph 5.4.17 above).

Parking

- 5.4.19 Despite the site's proximity to public transport, car parking must be accommodated within the development, as there will always remain a requirement for residents to make some journeys by car, or receive guests at the weekend. However, car parking should not be allowed to dominate the housing layout.
- 5.4.20 For residential development, the relevant parking standards are as follows:-

Dwelling Type	Maximum Car Parking Standards	Cycle Parking Standards
Bedsits	1.5 spaces per bedsit (1 assigned plus 0.5 unassigned)	1 l/t space per unit if no garage or shed provided
1 bedroom dwellings	1.75 spaces per dwelling (1 assigned, plus 0.75 unassigned)	

2 bedroom dwellings	2 spaces per dwelling (1 assigned, plus 1 unassigned)	
3 bedroom dwellings	2.75 spaces (2 assigned, plus 0.75 unassigned)	
4 or more bedroom dwellings	3.75 spaces per dwelling (3 assigned, plus 0.75 unassigned)	

- 5.4.21 These car parking standards are currently under review as part of the Council's Proposed Modifications to the Local Plan.
- 5.4.22 Due to the proximity of bus and rail routes, there is likely to be some flexibility in the application of the car parking standards stated in paragraph 5.4.19, especially if provision is in the form of communal parking. However, the Council will wish to ensure that sufficient car parking spaces are provided to prevent the aggravation of existing parking pressures in Ebbens Road
- 5.4.23 A total of 36 car parking spaces have been provided for the 24 two bedroom flats being constructed on the former site of Ballinger Rawlings. Whilst appropriate for this part of the site, as an average the Council is not working to a simple standard of 1.5 spaces per dwelling.
- 5.4.24 Individually generated and applied car parking standards will be required for each phase of the site's development. The precise level of car parking provision within each of these phases will be a matter for determination at the detailed planning application stage.
- 5.4.25 Secure cycle parking will also be required in accordance with the above guidelines. The provision of communal cycle storage – whether indoor or outdoor – can make owning and using a bicycle easier and more attractive.
- 5.4.26 Where and how cars are parked is crucial to the quality of new housing developments. Car owners want to be able to park near their homes, with their vehicles always in view. This often results in a car dominated environment and does not provide the same flexibility for variations in car ownership between households as communal arrangements do. The possibility of developing a combination of dedicated and communal parking should therefore be considered – especially in developments where secure communal parking can be made an integral part of the overall site layout.
- 5.4.27 To ensure that the impact of the new development on the Grand Union Canal is minimised, large areas of communal car parking should not be visible from the canal towpath.

Footpath & Cycle Links:

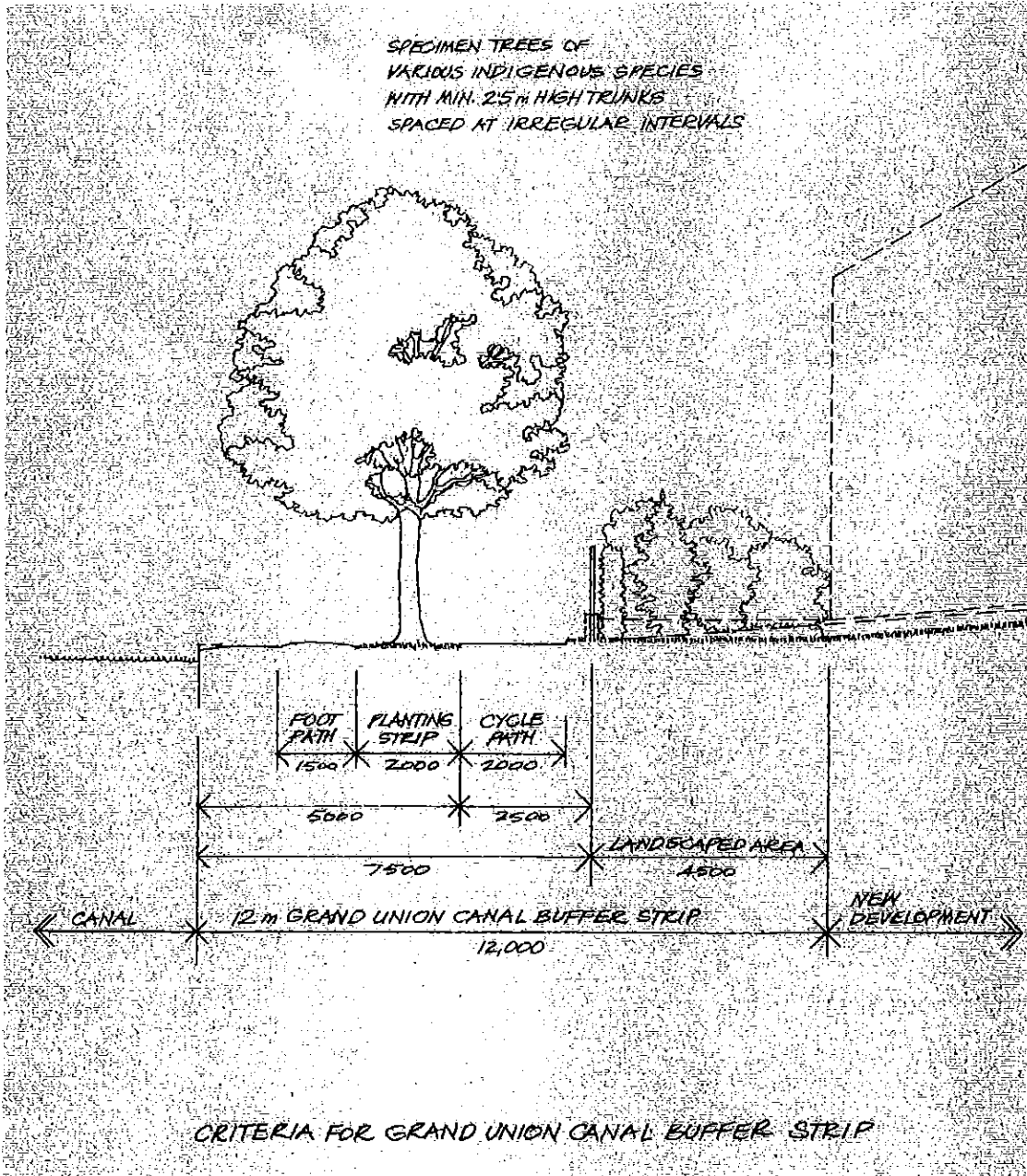
- 5.4.28 The aim at the Ebbens Road site is to achieve a built form which is 'pedestrian-friendly'. The building pattern should include a number of pathways and courtyards, which serve to increase the permeability of an area and therefore the likelihood that people will access the nearby shops and railway station by foot rather than car.
- 5.4.29 The Local Plan proposes the establishment of a cycleway alongside the canal towpath and a cycleway and footpath to link canal bridge 153 to Ebbens Road (Proposals TWA20 & TWA21).

- 5.4.30 As part of the new Barratts Home development on the former Ballinger Rawlings site, a Legal Agreement has been signed to secure the provision of a 2m wide cycleway adjacent to the existing canal towpath. The continuation of this cycle path will be required as an integral element of any redevelopment scheme and secured by means of a Section 106 Agreement.
- 5.4.31 This cycle path should be fully integrated within the overall scheme and form part of the landscaped buffer strip separating the new residential development from the canal.
- 5.4.32 To ensure both pedestrian safety and enhance the appearance of the site it is proposed that the towpath and cyclepath are physically separate. This would be achieved by the provision of a grassed strip, planted with trees at irregular intervals.
- 5.4.33 A diagram illustrating this proposed scheme and highlighting approximate dimensions and essential criteria is set out in Figure 1. Figure 2 provides a comparison between the existing and future canal-side landscape.
- 5.4.34 Responsibility for the ongoing management of the cycle path and associated landscaping is subject to further negotiation with the Council (see Section 6).
- 5.4.35 To prevent conflicts arising between users of this new cycle route and Public Footpath 71, barriers and prohibition of cycling signs should be erected at the junction of these two routes (see Map 10). Measures must also be included to ensure that powered two-wheelers cannot gain access to the towpath.
- 5.4.36 Attention must also be paid to the safety of cyclists and pedestrians. Consideration should be given to the layout of buildings and the provision of street lighting.

5.5 OPEN SPACE

- 5.5.1 Successful residential environments require the provision of both public and semi-public open space. This should be planned into the development at an early stage.
- 5.5.2 Although the site is not large enough to allow for the provision of a new park, it is important for the Ebberns Road site to have a strong element of informal open space – such as green wedges, shady courtyard areas and the space provided through improvements to and adjoining the canal towpath, which will enhance the wildlife corridor. Areas currently designated as 'Open Land' within the Local Plan should be retained as open space.
- 5.5.3 Steps should be taken to ensure that this space is managed to a high standard. It will be for developers to agree with the Council which areas are formally adopted and the amount of money to be provided as a commuted sum for their ongoing maintenance.
- 5.5.4 To compensate for the absence of recreational provision, commuted sum contributions through Section 106 agreements will be required for the enhancement of the nearby Durrants Hill Play Area (see Section 6). The location of this play area in relation to Ebberns Road is shown on Map 3.

FIGURE 1

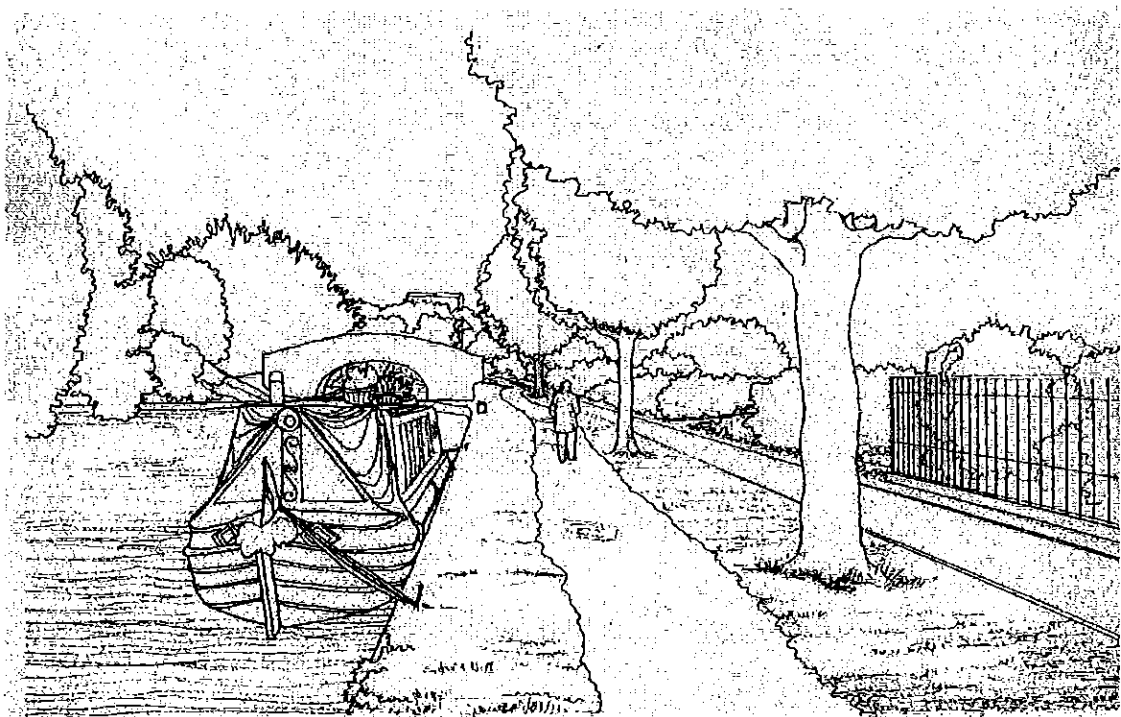


Sketch courtesy of Percy Mark

FIGURE 2



The Grand Union Canal towpath, as it currently appears.



Sketch courtesy of Percy Mark

Artist's impression of how the new canal frontage might look.

5.6 VIEWS

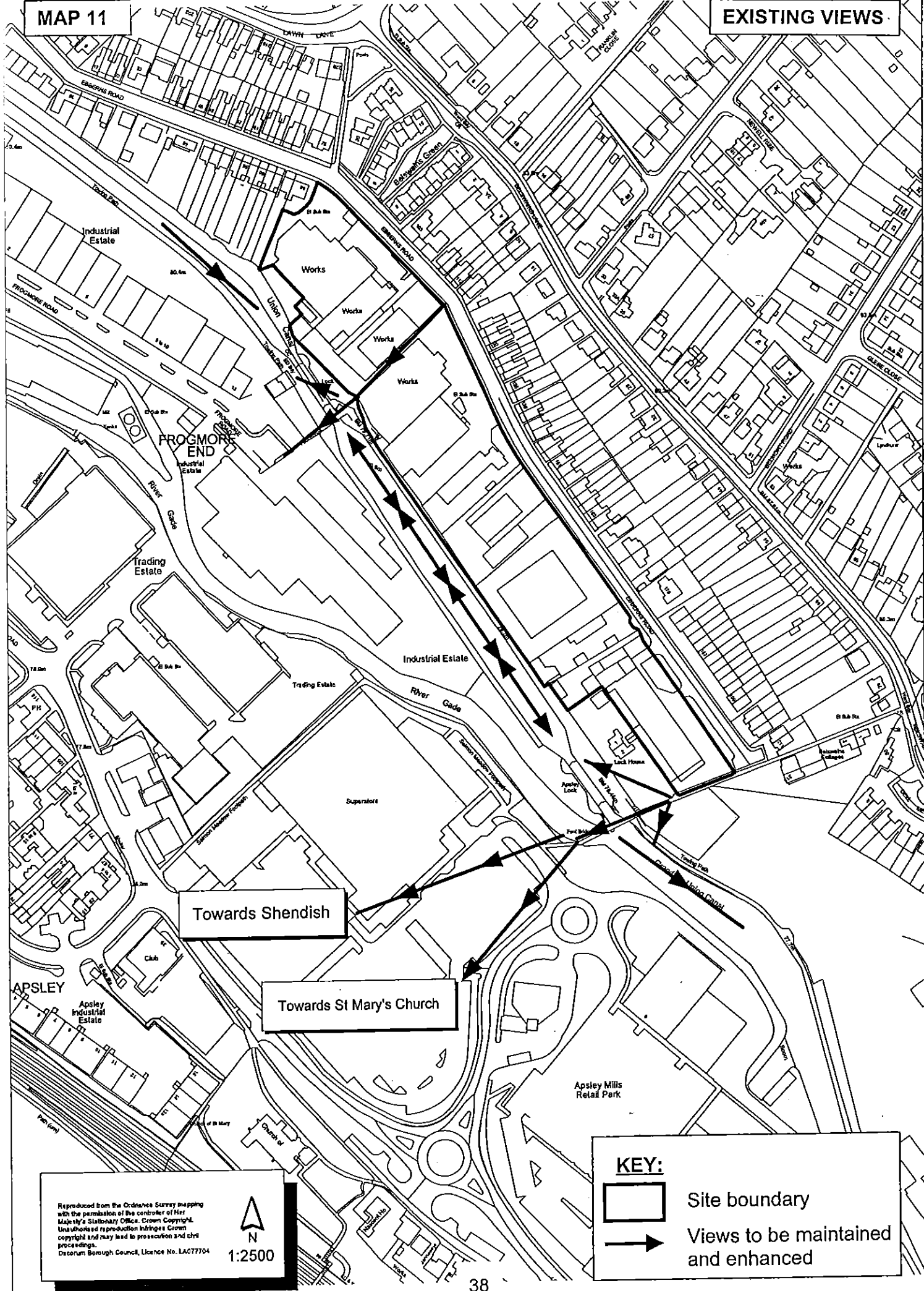
- 5.6.1 It is important that development at Ebberns Road respects and protects existing views – such as those towards the Shendish estate and St Mary's church. This can be achieved by siting buildings so as to frame rather than obstruct these features.
- 5.6.2 The Grand Union Canal and associated locks and bridges play an important role in defining the character of the site. Although less extensive, these more localised views should be maintained and enhanced.
- 5.6.3 New views should also be created, looking into the development itself. These will help create strong visual links between the development and surrounding land uses (Map 11).

5.7 NATURAL ENVIRONMENT

- 5.7.1 A comprehensive landscaping and planting scheme will be required as an integral part of any planning applications. The purpose of this will be not only to provide a landscape setting, but also help to strengthen the micro-ecology of the site and adjacent canal. In some instances the planting is designed to act as a screen, whilst in others its purpose is to frame or enhance important views and features.

Creation of a 'Buffer Zone':


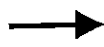
- 5.7.2 The canal corridor is the most important ecological feature of the site. Existing features which support this habitat, such as grassed areas, trees and scrub, should be retained.
- 5.7.3 A vegetated 'Buffer Zone' must be provided between the canal edge and the new development. This buffer zone will incorporate land set aside for provision of the cycle path and can also include any land allocated as public and/or private 'communal' amenity space and properly managed for the purpose. A minimum width of 12m (including the canal towpath) is suggested by way of guidance. This width must be increased at intervals along the canal frontage, to ensure that areas of open space are drawn into the housing layout and to allow for imaginative landscape design. These 'tongues' of green space will also soften the edges of the development and avoid the creation of too sharp a divide between recreational and residential uses.
- 5.7.4 At the north western end of the site (Zone 5), where the site is no longer adjacent to the towpath, this buffer zone should increase in width to a minimum of 20m from the canal edge. This buffer zone should incorporate the area of designated 'Open Land.' This will allow for the provision of more extensive landscaping around the lock, thereby enhancing the character of this important local feature.
- 5.7.5 This Buffer Zone should be planted with native species and subject to an approved maintenance scheme.
- 5.7.6 To prevent the canal from being isolated - both ecologically and visually - from the wider landscape, the boundary between the cycle path and new development should be marked by the use of railings, or post and rail fencing, as opposed to close-board or panel fencing. To the north-west of the site where the landscaped area is not adjacent to the cycle path, the boundary between public and private space should be marked by the appropriate use of planting, rather than more formal means of enclosure.




Towards Shendish

Towards St Mary's Church

KEY:

-  Site boundary
-  Views to be maintained and enhanced

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 1:2500

Planting:

- 5.7.7 Within the site, the scope for ecological enhancement will depend upon the layout of amenity areas and the extent of gardens. Planting should consist of a combination of trees and shrubs to provide structural diversity.
- 5.7.8 The Ebberns Road frontage is a predominantly urban environment, where more formal landscaping may be appropriate. Native species should be used on the canalside and green wedges / open space.
- 5.7.9 Although there are few mature trees within the site, these should be retained where possible. When applying for planning permission, developers will need to submit details of tree protection measures to be put in place for the duration of the construction works.

Protected Species:

- 5.7.10 Hertfordshire Biological Records Centre are not aware of any badger sets or runs within the site. However, as badgers are known to be present in the local area, this issue should be addressed prior to the submission of a planning application. Further advice and information is available from the local badger group (see Appendix 1 for contact details).

5.8 DRAINAGE & PREVENTION OF POLLUTION

- 5.8.1 Part of the site lies within the Indicative Flood Plain of the Grand Union Canal / River Gade. In accordance with Planning Policy Guidance Note 25, a Flood Risk Assessment should be carried out in order to establish the susceptibility of the area to flooding.
- 5.8.2 The site lies within the Outer Source Protection Zone for a public water supply borehole. In order to protect groundwater, soakaways may only be used to dispose of clean roof drainage.
- 5.8.3 The Council will seek to ensure that there is adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve this development. Developers will be required to demonstrate that there is adequate capacity both on and off site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to the overloading of existing infrastructure. Where there is a capacity problem and no improvements are programmed by Thames Water (or any successor), the developer will be required to fund appropriate improvements, which must be completed prior to occupation of the development.
- 5.8.4 A planning condition would also be requested by the Environment Agency to prevent the storage of solid matter within 10 metres of the banks of the Grand Union Canal during construction and thereafter, no storage of materials would be permitted in this area.
- 5.8.5 Any manhole covers provided should be the screw-down type and any sink waste gullies and vent pipes should be built up above flood level.
- 5.8.6 The applicant should ensure that any increase in the volume of sewage effluent discharge is within the conditions of an existing sewage discharge consent.

5.8.7 All sewage or trade effluent should be discharged to the foul sewer, subject to the approval of Thames Water Utilities or its sewerage agent.

5.8.8 Prospective developers are advised to contact the Environment Agency for further information.

5.9 GROUND CONDITIONS

5.9.1 Due to previous industrial uses on the site, developers will be required to undertake a desk-top study to establish historic and present uses of the area and to identify what pollutants may be present in the buildings and the ground. A full brief is required, detailing the present state of the land, the proposed end use and outlining remediation options for further consultation.

5.9.2 Issues that relate to demolition, remediation and construction are as follows:-

(i) Problems with rodents have arisen in this area. Prior to any works, an assessment of the potential problems should be carried out, and suitable control measures put in place. Failure to do so could mean the displacement of any existing rodents into neighbouring residential units.

(ii) Demolition brings with it noise, dust and other ancillary complaints. A full works schedule would be required, detailing measures to be implemented in order to reduce / prevent nuisances being caused. These should be in line with the relevant British Standards.

(iii) The properties should be designed so as to provide full attenuation of noise from neighbouring properties and any remaining industrial units.

5.9.3 For further information and advice please contact Environmental Health (see Appendix 1).

5.10 IMPLEMENTATION & PHASING

5.10.1 The Borough Council will consider favourably a comprehensive planning submission that accords with the phasing and detailed requirements of the supplementary planning guidance set out in this development brief.

Phasing of Development:

5.10.2 Given the complexity of land ownership on the site, it is anticipated that the site will be developed in phases.

5.10.3 If isolated land-parcels come forward for development, the applicant will be expected to demonstrate how they will be integrated into the overall framework. However, each phase of the development must be capable of being free-standing, able to meet its needs in terms of car parking and private amenity space provision and able to contribute to the wider needs of the development (e.g. open space and affordable housing provision).

5.10.4 If the residential development is constructed in phases, with some units occupied prior to the completion of other, it is possible that problems of noise, dust and general disturbance could arise. A reporting mechanism for local residents should therefore be established, through which complaints / requests for information can be made.

5.10.5 The creation of the cycle path will not commence until provision of land for the route has been negotiated with developers along the whole length of the site. In the interim, the land set aside for this use will be incorporated into the vegetated buffer zone, separating the canal from the new residential development.

Planning Applications:

5.10.6 Applicants will be required to provide sufficient information and appropriately detailed plans to enable the Council to assess the full impacts of the development proposals.

5.10.7 Any submission will need to include the following:-

- A master plan at 1:1250
- An indicative phasing programme
- A supporting statement explaining how the application satisfies the development control and urban design guidance set out within this Brief. This should include a statement about how transport issues are being addressed
- Plans, drawing and sketches as appropriate, specifically identifying building height zones
- Flood risk assessment

5.10.8 An outline application would be acceptable, though it would be preferable to include details of landscaping and access for determination.

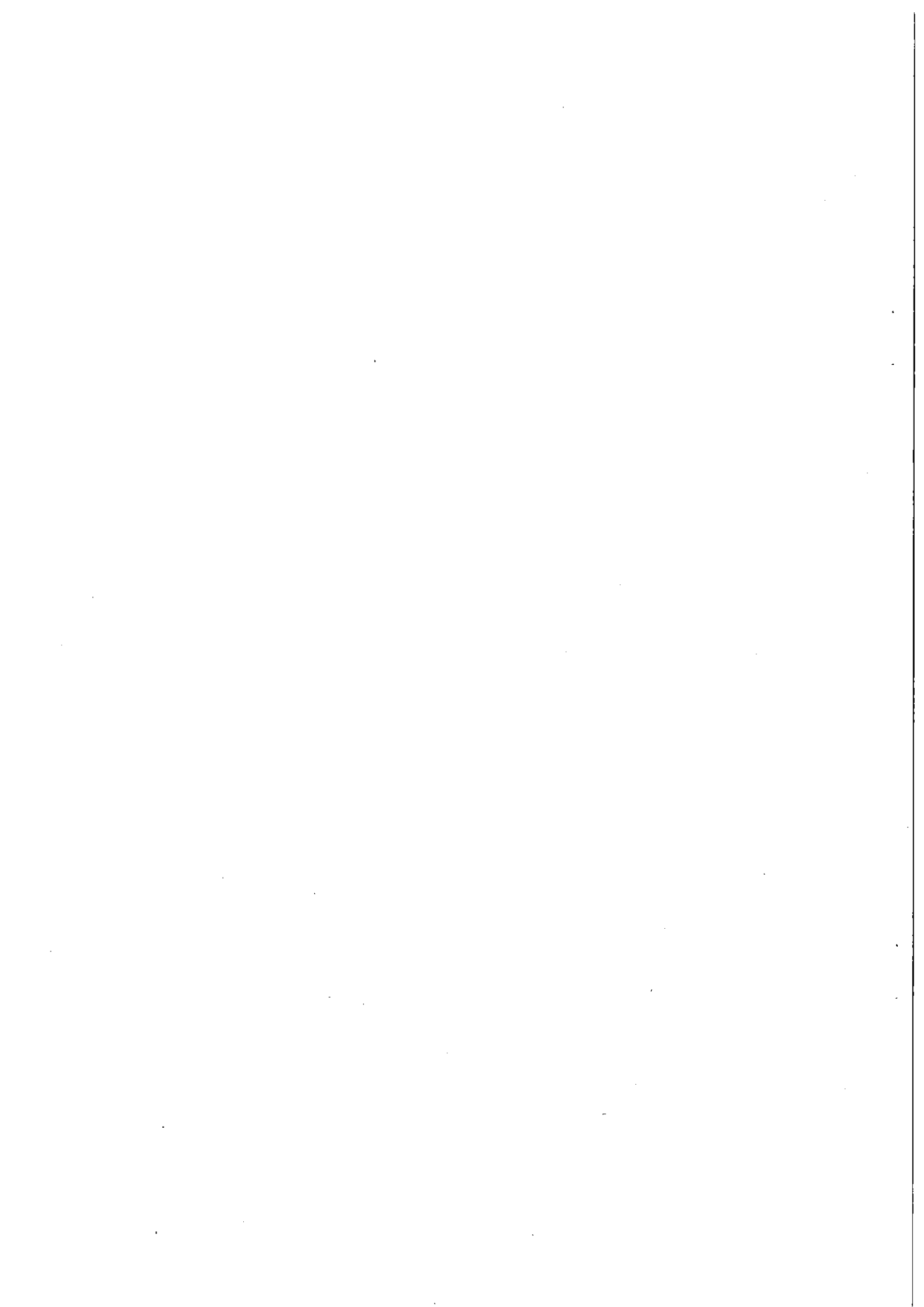
5.10.9 Certain aspects of the proposed scheme will need to be secured by means of a legal agreement (planning obligation) under Section 106 of the Town & Country Planning Act 1990 (as amended). These will include:-

- Provision for affordable housing
- Contribution towards local community and educational facilities
- Provision of a cycle route adjoining the towpath
- Maintenance of shared amenity space and ecological corridors
- Site access and highway / transport related matters

5.10.10 Further details of these requirements are set out in Section 6

Section 6

DEVELOPER CONTRIBUTIONS



6. DEVELOPER CONTRIBUTIONS

6.1 AFFORDABLE HOUSING

- 6.1.1 The Council requires an element of affordable housing to be provided within the development if at all possible (otherwise a commuted sum in lieu would be sought). The precise number of units required and their location are matters for negotiation with the Council. However, developers should be aware that, subject to site and market conditions, the Council expects the affordable element to equate to a minimum of 20% of the total number of dwellings. Arrangements will need to be made to ensure that such housing remains for the benefit of future occupiers. One possible solution is for a specific area of land to be transferred to the ownership of a housing association or registered social landlord.
- 6.1.2 Affordable housing provision needs to be considered from the outset, to ensure that this requirement is incorporated in land value calculations.

6.2 OPEN SPACE

- 6.2.1 Due to size limitations, it is not considered appropriate to require the provision of a substantial piece of open space within this site. Instead, a capital sum should be provided to enhance the Durrants Hill Play Area, improving the fencing and upgrading it to the National Playing Fields Association's NEAP standard.
- 6.2.2 The developer is requested to consider and provide for the future management of the canalside corridor. One acceptable option is to provide a commuted sum to the Council for the future maintenance – the amount, etc to be agreed following discussion with the Council's Cultural Services Department. This is also the preferred option given the benefit of co-ordinated management and the link with the creation of the cyclepath.
- 6.2.3 Responsibility for all walls and fences adjoining areas of public open space should lie with the developer / landowner and not the local authority.

6.3 CYCLE PATH

- 6.3.1 The provision of a designated cyclepath is required as an integral part of the Ebborns Road redevelopment. £4,500 has already been secured as part of the Ballinger Rawlings redevelopment. It is estimated that a further financial contribution in the region of £36,000 will be required to fully implement this cyclepath.
- 6.3.2 If the site is developed in phases, each individual component will be expected to provide a proportion of this sum, calculated on pro-rata basis.
- 6.3.3 Further advice should be obtained from British Waterways' Waterways Conservation and Regeneration Department regarding suitable tree species for planting between the towpath and cycle route.
- 6.3.4 On completion of the cyclepath, ownership should pass to Dacorum Borough Council. The towpath will remain the responsibility of British Waterways.
- 6.3.5 A financial contribution will also be required to provide for the continued maintenance of this cycleway. The precise amount will be subject to negotiation with the Council's Cultural Services Department.

6.3.6 The issue of external lighting provision is for negotiation between the developer, local authority and other relevant bodies.

6.4 OTHER FACILITIES

6.4.1 Hertfordshire County Council have indicated that they will be seeking financial contributions to increase the capacity of local schools. Assuming that the development consists of 38 x 2 bedroom dwellings and 38 x 3 bedroom dwellings, and that 9 of each would be for social rent, a contribution of about £100,000 would be required for primary school education. For secondary education it appears that adequate provision already exists, and therefore no additional places would need to be funded.

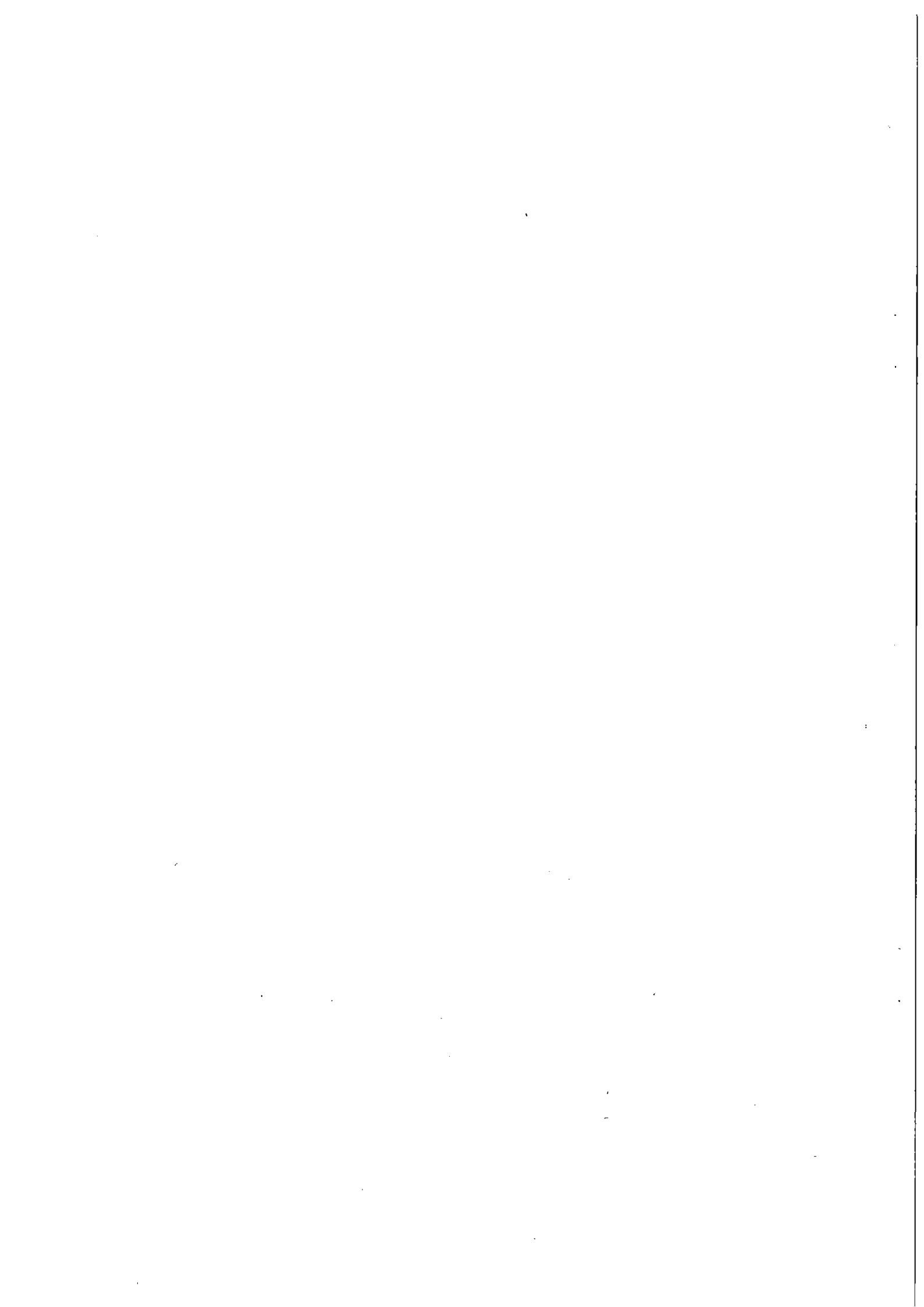
6.4.2 Financial contributions may also be required to assist with the provision of library and youth facilities in the Apsley area.

6.4.3 The precise scale of these contributions will be the subject of further detailed negotiation with the County Council, once detailed planning applications have been submitted.

6.4.4 Developers are also responsible for ensuring that each new dwelling is located within 150m of a fire hydrant. The precise number of hydrants required will be established at the detailed design stage.

Appendix 1

CONTACTS



CONTACTS

Whilst the requirements set out in this Brief will guide development proposals, it should be stressed that prospective developers will need to consult the utilities and statutory undertakers for information as to their requirements, as well as discussing their proposals at an early stage with the Local Authority. A list of contact agencies follows:-

Dacorum Borough Council

Civic Centre
Hemel Hempstead
Herts
HP1 1HH
(01442) 228000

For advice on Planning, Housing, Woodlands and Leisure.

- Laura Wood, Senior Planning Officer, Development Plans Unit (01442) 228661
- Nigel Gibbs, Senior Planning Officer, Development Control (01442) 228576
- Claire Covington, Parks and Open Spaces Manager (01442) 228788
- Ruth Chapman, Trees and Woodland Manager (01442) 228665

Hertfordshire County Council

County Hall
Pegs Lane
Hertford
SG13 8DQ

For advice on contributions towards local educational, library and youth facilities and highways matters

- Jan Kinsman, Planning Obligations Manager, Hertfordshire Property (01992) 588134
- Highways Agency (01438) 737320

The Stevenage District Land Registry

Brickdale House
Swingate
Stevenage
Herts
SG1 1XG

Tel: (01438) 788888

Fax: (01438) 785460

www.landreq.gov.uk

For information regarding land ownership.

Environment Agency

Apollo Court
2 Bishops Square Business Park
St Albans Road West
Hatfield
Herts
AL10 9EX

Tel: (01707) 632300

Fax: (01707) 632498

British Waterways

Southern Region
Brindley Suite
Willow Grange
Church Road
Watford
WD17 4QA

Tel: (01923) 208700

Fax: (01923) 208787

www.britishwaterways.co.uk

Three Valleys Water plc

Developer Services
London Road
Rickmansworth
Herts
WD3 1LB

Tel: 01923 293320

Fax: 01923 293323

www.3valleys.co.uk

For advice and information regarding water supply

Thames Water Utilities

Kew Business Centre
1 Kew Bridge Road
Middlesex
TW8 0EF

Tel: 0207 713 3877

For advice and information regarding sewerage and/or drainage infrastructure

Local Badger Group

Mr Keith Higby
Herts & Middlesex Badger Group
14 Lismore
Northend
Hemel Hempstead
Herts
HP3 8TH

Tel: (01442) 390243

Hertfordshire Biological Records Centre

Martin Hicks
HBRC
County Hall
Pegs Lane
Hertford
SG13 8DQ

Tel: (01992) 555220

24Seven Utility Services

Networks Service
NRSWA Department
Fore Hamlet
Ipswich
Suffolk
IP3 8AA

Tel: 08701 963797
www.24seven.net.com

Transco

Plant Enquiry Team
Padholme Road
Peterborough
PE1 5XR

Tel: (01733) 866483

For advice and information regarding gas supply

British Telecom

Newsite Office
PP A1.06
Spires House
5700 John Smith Drive
Oxford
OX4 2RW

Tel: (0800) 7315014
Email: newsitebt.oxford@bt.com
www.bt.com/newbuildingsites

For advice and information regarding the location of existing telecom infrastructure and provision of new telephone lines.

Appendix 2

ADVICE REGARDING THE PROTECTION OF WATER MAINS

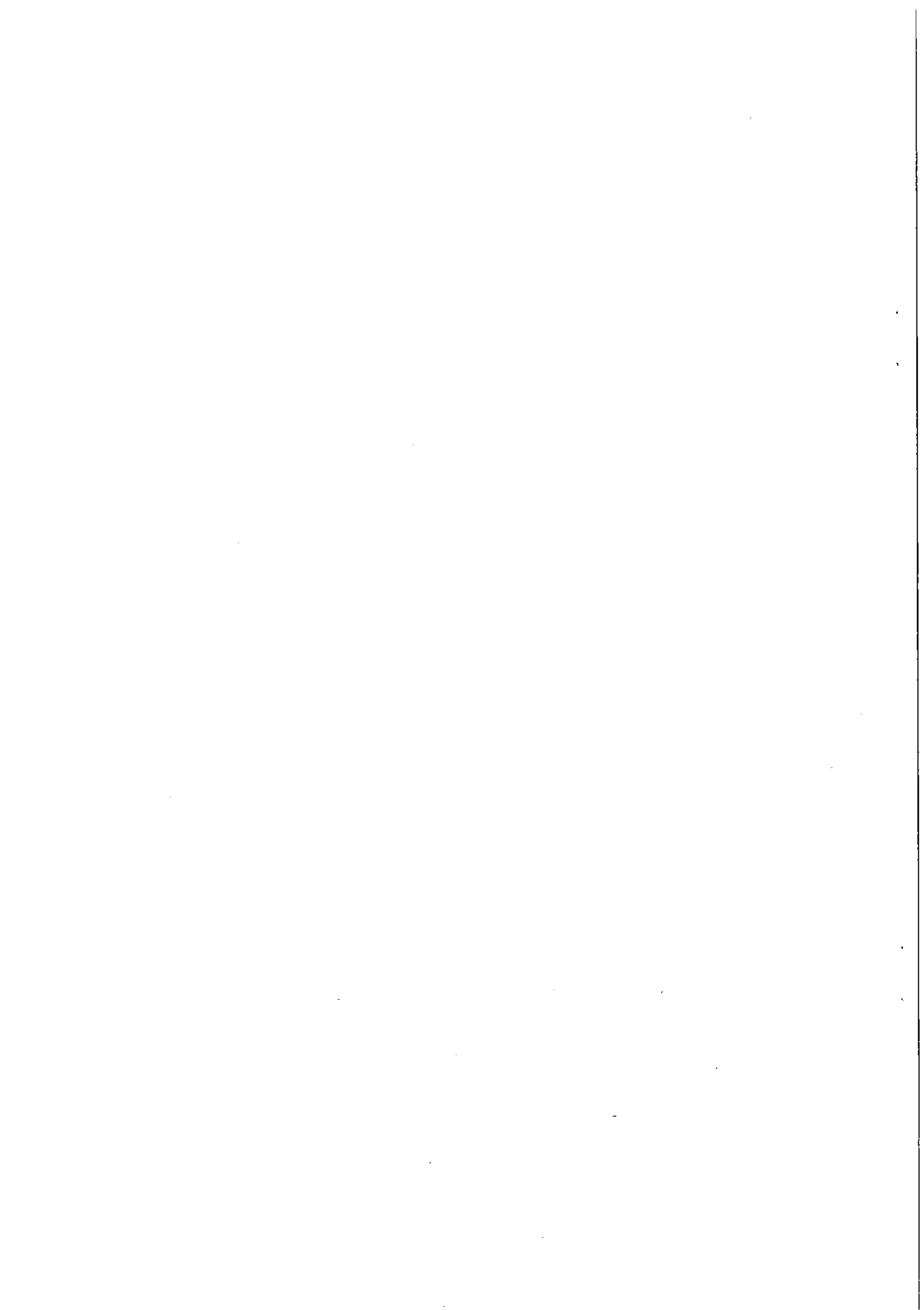


ADVICE REGARDING THE PROTECTION OF WATER MAINS

The following precautions must be taken when working in the vicinity of Three Valleys Water apparatus:-

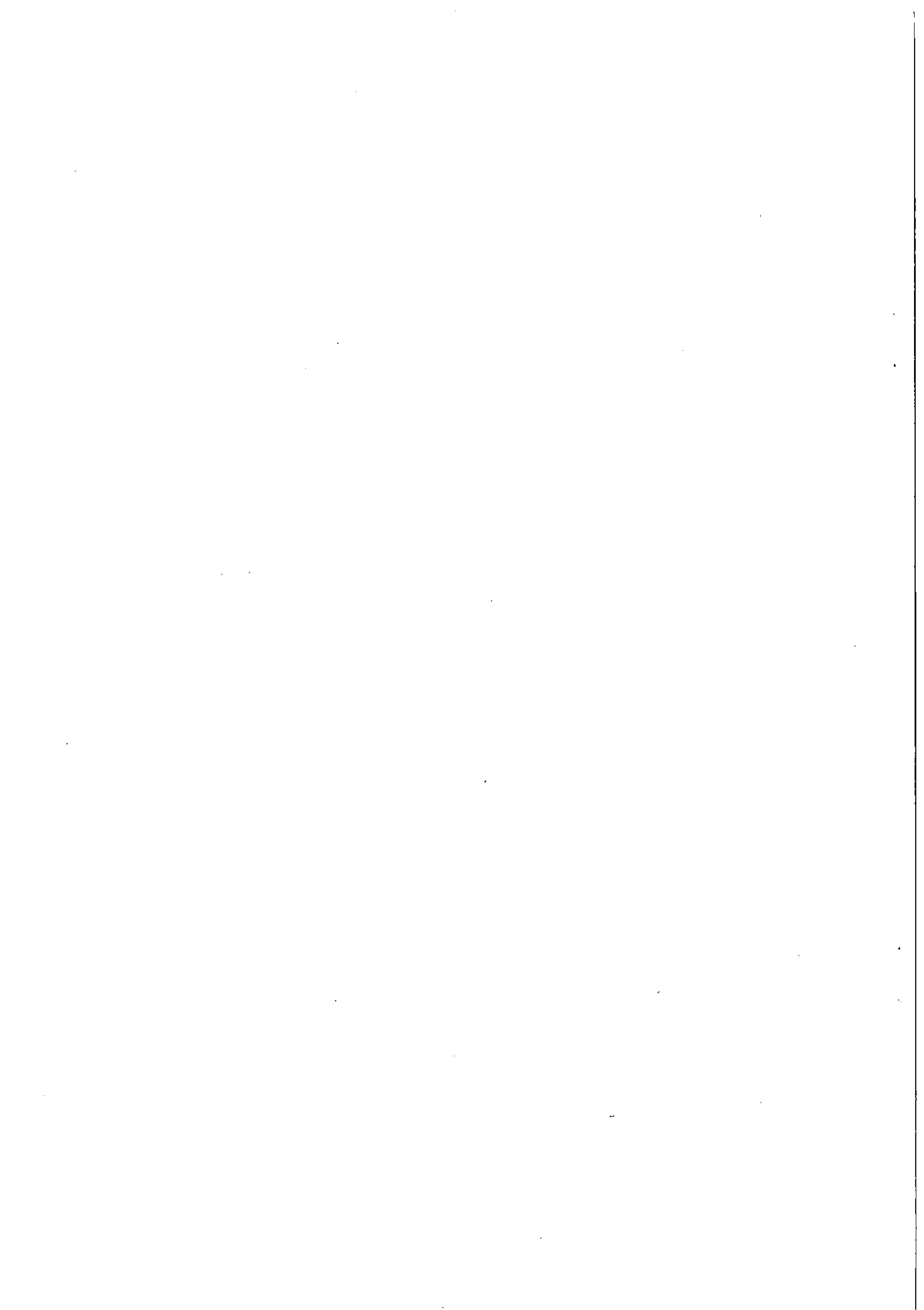
- Temporary and/or permanent support must be provided. In the event of damage occurring to our apparatus, all repair costs incurred by the company will be charged to the developer or their contractor.
- The exact position of Company apparatus when needed, should be determined by hand dug trial holes.
- Telemetry cables and service pipes to individual properties may exist adjacent to the main and will generally not be indicated on the plan. It must therefore not be assumed that the Company has no apparatus within the vicinity.
- Any excavation / works over the Company's apparatus must not impose any external load on our pipes without prior written approval from the company.
- All surface boxes and marker posts and plates belonging to the Company must be kept clear during works and realigned to any revised surface levels. In addition, no manholes, joint boxes, trees or other obstructions shall be placed over the Company's apparatus or in any position likely to cause difficulties for the maintenance of apparatus in the future.

(Source: Based on information provided in a letter from Chris Gee, Designer, Three Valleys Water dated 2nd May 2002)



Appendix 3

BIBLIOGRAPHY



BIBLIOGRAPHY

- Dacorum Borough Local Plan (Adopted 12 April 1995)
- Dacorum Borough Local Plan 1991-2011, Deposit Draft (October 1998)
- Dacorum Borough Local Plan 1991-2011, Incorporating Pre-Inquiry Changes and Further Changes (July 2001)
- Dacorum Borough Local Plan 1991-2011 Public Local Inquiry – Inspector's Report (September 2002)
- Dacorum Borough Local Plan 1991-2011, List of Proposed Modifications (August 2003)
- Supplementary Planning Guidance - Accessibility Zones for the Application of Car Parking Standards (July 2002)
- Best Practice Guide: Parking Provision at New Development, Hertfordshire County Council (March 2003)
- Hemel Hempstead Nature Conservation Study
- Roads in Hertfordshire, Hertfordshire County Council
- Planning Policy Guidance Note 1 – General Policy and Principles
- Planning Policy Guidance Note 3 – Housing
- By Design – Urban Design in the Planning System: towards better practice DETR & Commission for Architecture & the Built Environment (CABE), (2000),
- Urban Design Compendium, Llewelyn Davies, English Partnerships & The Housing Corporation

