

18. **18/0772/FUL – Variation of Condition 2 (Plan Numbers) of planning permission 17/2467/FUL to remove most of the original garage structures to the north of the site and to install a single standalone portacabin at GARAGES REAR OF 32 TO 34 BLACKFORD ROAD, SOUTH OXHEY, HERTFORDSHIRE, WD19 6YN, for Steve Ingram (DCES)**

Parish: Watford Rural Parish Council
Expiry of Statutory Period: 11 June 2018

Ward: South Oxhey
Case Officer: Jake Shiels

Recommendation: That Planning Permission be granted.

Reason for consideration by the Committee: Land in ownership of Council.

1. Relevant Planning History

- 1.1 17/2467/FUL - Change of use of garage site to include installation of portacabin for office use, extension to existing garages, security gates and associated works. Approved at Committee, 22.02.2018.

2. Description of Application Site

- 2.1 The application site consists of a square shaped concrete area of hardstanding that formerly contained a number of council owned garages (17 units). The garages have been partially demolished. The application site is located and accessed directly to the rear of numbers 32 and 34 Blackford Road. The site is surrounded by residential properties, bordering dwellings on Heysham Drive to the west, dwellings on Prestwick Road to the north/north-west and Blackford Road to the east.
- 2.2 The site is accessed from a 30m long single access road from Blackford road. The site area (including access) measures approximately 425.sqm and is enclosed by closed boarded fencing and concrete rear elevations of existing garages, at a height of 2m-2.5m.

3. Description of Proposed Development

- 3.1 This application seeks a Variation of Condition 2 (Plan Numbers) of planning permission 17/2467/FUL to remove most of the original garage structures to the north of the site and to install a single standalone portacabin.
- 3.2 The proposed development as approved under 17/2467/FUL for a Change of use of garage site to include installation of portacabin for office use, extension to existing garages, security gates and associated works, described the development as follows:

To the opposing side of the site whereby the portacabin is proposed the existing garages would be partly demolished and altered with the following changes proposed:

- *1.2m front extension, to allow for the three central garages to accommodate three vans when not in use and in cold weather. The attached adjacent garages to the south flank would provide parking for office employees.*
- *Height of garages raised to the front part to create flat roof, replacing slight pitch at a maximum height of 2.5m as existing.*
- *Front walls to be infilled with masonry and garage doors added, with felt roof over the top of garages.*
- *Canopy proposed over garages towards the north-west corner, measuring 7.4m in width, 5.8m in depth from the low pitch roof over the existing garages with a maximum height of 3m, before sloping down to an eaves height of 2.2m. The canopy would provide cover for a vehicle washdown*

area, while the enclosed garage to the rear would provide storage and would contain a water tank.

A 2m high metal gate is proposed approximately three quarters of the way down the existing access. This would replace the existing gate that is in situ at the entrance to the site area.

A new timber gate and fence infill is proposed within the north corner of the site, providing pedestrian access from Prestwick Road.

In regards to the business use on site, the following information from the submitted Design and Access Statement reads:

- Wheelie Washers employs up to 12 people (full time 9 and part time 3). 3-4 employees would be based within the proposed office with the remainder being wheeled bin cleaners.*
- The Company owns 6 vans, however generally using 5 on a daily basis. One of these is transit sized, the remainder being smaller.*
- Employees arrive on site in the vans either first thing in the morning or early afternoon with no more than 4 on site at any one time. The cleaning filter units are filled with water to enable bin cleaning. Each van then leaves the site to follow the route of refuse collectors, with workers cleaning bins as required in situ before any refilling takes place.*
- Mobile, self-contained apparatus in each van cleans, disinfects and deodorises each bin to maintain high standards of hygiene and cleanliness. At the end of a morning or afternoon shift each van is returned to the site and rinsed out before operators leave the premises, keeping vans overnight at their own homes.*
- Any office worker's car or van brought to site will be parked within the garages when not in use, keeping the courtyard area clear at all times.*
- Hoses will be used to fill cleaning units and to wash down vans as and when required.*
- On an infrequent basis, perhaps monthly, the inside of the vans may be cleaned, using a small portable vacuum cleaner plugged into the cigarette lighter. This would be the same domestic type used by any householder wishing to clean their cars.*
- The site is supplied with water and mains drainage. No change is proposed. This is shown on the submitted drawings. Ducting is in place to enable electricity connection.*
- Working hours are 8am to 6pm Monday to Friday and on some Saturdays when the Council makes refuse collections because bank holidays require a change in rotas. This takes place around 4-5 times each year and Wheelie Washers works in accordance with the working times of the Council's refuse collectors.*
- There will be no working on Sundays or bank holidays.*

3.3 The proposed portacabin under this application would be proposed towards the north east of the site, spanning south-east to north-west with a length of 9.8m and a depth of 6m. The portacabin would have a flat roof height of 2.4m. The portacabin would be situated closer to the boundary to the north, approximately 0.3m from this boundary with the existing garage area to this part of the site being removed. The portacabin would contain four windows and two doors within the front elevation facing the south and two windows within the west flank. The portacabin would serve as an office with kitchen/toilets as previously approved.

3.4 Within the north west corner of the site, the garage structure is proposed to be retained to form a storage area that would be roofed over with a masonry infill to form a front wall as

proposed and approved within the north east corner of the site to accommodate a bicycle and bin storage area.

4. Consultation

4.1 Statutory Consultation

4.1.1 Watford Parish Council: No comments received.

4.1.2 Hertfordshire County Council – Highway Authority: No objection.

“Decision

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

HIGHWAY INFORMATIVES:

Hertfordshire County Council (HCC) recommends inclusion of the following highway informative / advisory note (AN) to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980:

Storage of materials

AN) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

COMMENTS / ANALYSIS:

The application comprises of variation of the approved plan in relation to the change use of an existing garage area for a portacabin office use, extension to existing garages and associated works at Blackford Road, South Oxhey. Blackford Road is designated as an unclassified local access road, subject to a speed limit of 30mph and is highway maintainable at public expense.

HCC as Highway Authority has no further comments or objections to the amended plans (please also see original response for planning application no. 17/2467/FUL)."

4.1.3 Affinity Water: No comments received.

4.1.4 National Grid: No comments received.

4.1.5 Thames Water: No comments received.

4.1.6 Environmental Health: No comments received.

4.1.7 Environmental Protection: No comments received for this application, but comments relating to application 17/2467/FUL are applicable which read; *“I have had a look at the application and have no objections or comments on it based on the information supplied. If the activities at the site change then further consideration would be required.”*

4.2 Public/Neighbour Consultation

4.2.1 Number consulted: 10 No responses received: 0

4.2.2 Site Notice: Posted: 10.05.18 Expired: 31.05.18

4.2.3 Press notice: N/A

4.2.4 Summary of Responses: N/A

5. Reason for Delay

5.1 No delay.

6. Relevant Planning Policy, Guidance and Legislation

6.1 National Planning Policy Framework and National Planning Practice Guidance

On 27 March 2012, the framework of government guidance in the form of Planning Policy Statements and Planning Policy Guidance Notes was replaced by the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG). The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. 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.

6.2 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, CP6, 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, DM10, DM13 and Appendix 5.

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

6.4 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 Principle of Change of Use

- 7.1.1 Application 17/2467/FUL assessed the impact of the Change of use of garage site to include installation of portacabin for office use, extension to existing garages, security gates and associated works, and was considered acceptable for the following reasons:
- 7.1.2 *Core Strategy Policy CP6 states that the council will support development that provides for a range of small, medium and large business premises.*
- 7.1.3 *The NPPF encourages the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value.*
- 7.1.4 *The proposed use of the site would be for an established small business that has previously been operating within the local area of which needed to re-locate premises. The historical and existing use of the site is for garaging vehicles. The proposed addition of the porta cabin with associated changes to the site for commercial use would change the use of the land of which the application seeks to assess with an element of parking retained.*
- 7.1.5 *In principle the alterations and additions within the site would be acceptable subject to impact on the street scene and neighbouring amenity. Analysis of the suitability of the site for this use is set out below.*
- 7.1.6 There have been no changes to the site circumstances and the development is considered to remain acceptable in principle subject to consideration on character, amenity etc. as set out below.

7.2 Design and Character

- 7.2.1 Application 17/2467/FUL assessed the impact of the Change of use of garage site to include installation of portacabin for office use, extension to existing garages, security gates and associated works on Design and Character, and was considered acceptable for the following reasons:
- 7.2.2 *Policy CP12 of the Core Strategy relates to the 'Design of Development' and states that the Council will expect all development proposals to have regard to the local context and conserve or enhance the character, amenities and quality of an area.*
- 7.2.3 *The proposed external alterations and additions within the garage site would be minor in relation to the previous 17 garages that spanned across the site to either side of the access.*
- 7.2.4 *The proposed porta cabin would be of a similar height as the garages which would be roofed over and infilled to the north side of the site. To the opposing side, the front extension to the garages would not be significant by reason of the depth and would not project deep in to the site. The height of the garages would measure a maximum of 2.5m; not projecting higher than the existing roofs. These additions would not result in significant visible changes to the garages that were in a dilapidated state. The proposed development would also follow the existing development by retaining parts of the garage and re-building on a similar footprint to what is already in situ, would not be readily visible given the setback behind residential dwellings and would therefore not be considered prominent or out of character within the street scene and area. In addition to this, a large part of the site would be left open and free of built form development.*
- 7.2.5 *The proposed canopy would have a height of 3m, before sloping down to an eaves height of 2.2m. There may be views of the canopy through the access road, Blackford Road and also to the north east. However, the canopy would be located within the north west corner of the site and would be situated approximately 46m from Blackford Road and it is not*

considered that this development would be significant in scale to be considered overbearing or out of character within the street scene.

- 7.2.6 *The proposed gates would replace the existing gates and would be of a mesh design allowing views into the site from Blackford Road and would therefore not be considered prominent.*
- 7.2.7 *The site is accessed from a 30m long access road, and given this setback from Blackford Road it is not considered that the change of use including the installation of a porta cabin for office use, extension to existing garages, security gates and associated works would be prominent within the street scene nor have a detrimental impact on the character of the area.*
- 7.2.8 The proposed portacabin under this application would follow a similar building line to the previously approved portacabin, although it would be situated in close proximity to the northern boundary of the site following the removal of the existing garages. While this is noted, the roof of the portacabin would not project higher than the existing garages and would not be readily visible from the street scene given its setback further behind the residential dwellings.
- 7.2.9 The portacabin would contain fenestration to the front and west flank, indicative cabin designs and drawings have been submitted which would suitably reflect the proposed use of the portacabin within the site so as to not appear out of character or prominent within the street scene.
- 7.2.10 The proposed storage area to the north west of the site would re-use existing garage spaces and would not appear prominent within the area.
- 7.2.11 As a result, the proposal complies with Policy CP12 of the Core Strategy.

7.3 Impact on amenity of neighbours

- 7.3.1 Application 17/2467/FUL assessed the impact of the Change of use of garage site to include installation of portacabin for office use, extension to existing garages, security gates and associated works on the impact on the amenity of neighbours, and was considered acceptable for the following reasons:
- 7.3.2 *Policy CP12 of the Core Strategy states that the 'Council will expect all development proposals to protect residential amenities'.*
- 7.3.3 *It is acknowledged that the site borders residential gardens. In relation to the external works to existing garages, it is not considered that the re-roofing and extension of these would cause significant harm to neighbouring amenity given the existing site circumstances and the scale and extent of work proposed. The canopy proposed, would be adjacent to 291 Prestwick Road, however the canopy would have with a curved roof with an eaves height of 2.2m that would hip away from the shared boundary and would not appear prominent over the boundary fence.*
- 7.3.4 *The proposed porta cabin would be set off the shared boundary to the north by a maximum of 5m taken from the rear wall of the structure, with an infill roof between the cabin and the shared boundary adjacent to 289 Prestwick Road. When considering the spacing and the height of the proposed porta cabin of 2.4m it would not cause a loss of light to the windows of neighbouring dwellings nor would it appear prominent.*
- 7.3.5 *Policy DM9 makes clear that developments that would give rise to disturbance, noise, light or other adverse impacts would be refused. In relation to noise pollution developments which have an unacceptable adverse impact on the indoor and outdoor acoustic*

environment of existing developments and on areas of tranquillity which are important for wildlife and countryside recreation will not be permitted.

- 7.3.6 *As mentioned, the site is surrounded by residential dwellings, backing on to the application site. Historically, the site previously housed private vehicles and the area has been accessed by vehicles given its former use for garaging. From the information provided, vans would enter the site in the morning to be filled with water, before going out to follow refuse collectors. The vans would then return to the site either in the afternoon on the same day or the next morning, with operators keeping the vans at home overnight. The main business activity, which involves the washing of wheelie bins would take place off site only, with the vans following the refuse cycle during the working week. When considering the nature of the business and the working hours that would span between 08:00am-18:00pm which would reflect a normal working day, it is not considered that there would be significant activity within the site that would cause disturbance within the immediate area within these hours nor would result in an adverse impact on neighbouring amenity.*
- 7.3.7 *From the information provided and from the nature of the use, it is not considered that the use would cause significant additional vehicular movement compared to the existing lawful use. The Highways Authority in assessment, note that the development is unlikely to result in a significant change in the number of vehicles in the area.*
- 7.3.8 *From the information submitted via the Design and Access Statement, hoses will be used to fill cleaning units and to wash down vans as and when require. Additionally, on an infrequent basis the inside of vans may be cleaned on site, all of which will be via a domestic vacuum cleaner as used by any householder wishing to clean their car. The Environmental Health Officer has commented on this application and does not object to the proposal from the information provided, but would advise of further consideration should activities at the site change. Therefore, from the information provided, the said activity would not be considered significant and the tools used would not be more harmful than domestic apparatus generally used within the locality. Notwithstanding this, a condition will be placed on any permission to obstruct the use of pressurised water jet apparatus or high power hoses that would cause noise and disturbance to neighbouring amenity.*
- 7.3.9 *The porta cabin from the submitted floor plan would have two doors; one for the office and one for the kitchen/toilet. It is acknowledged that the use of an office within this location would not be in character of the area, however, the porta cabin structure is subservient to existing structures within the site by virtue of its size and scale and the small number of office based workers (3-4) within the site would not cause significant harm to neighbouring amenity given the main business use which is primarily related to the cleaning of wheelie bins off site.*
- 7.3.10 *Policy DM8 states that the Council will support development where there is an adequate and sustainable means of water supply and sufficient foul and water drainage. Policy DM10 states that the Council will ensure that there is adequate provision for the storage and recycling of waste and that these facilities are fully integrated into design proposals. New development will only be supported where:*
- i) The siting or design of waste/recycling areas would not result in any adverse impact to residential or work place amenities*
 - ii) Waste/recycling areas can be easily accessed (and moved) by occupiers and local authority/private waste providers*
 - iii) There would be no obstruction of pedestrian, cyclists or driver sight lines.*
- 7.3.11 *In relation to pollutants, it should be noted that the wheeled bins are neither brought to nor cleaned on site. A bin store is proposed to the end of the altered garages within the north east corner of the site. This area would be infilled and covered by a felt roof and therefore*

the bin store would not impact on residential amenity. Within the opposing corner, to the south west a water tank is proposed to serve water for the cleaning operation; this would also be covered.

- 7.3.12 *There is existing drainage shown on the site and this would provide suitable run off for water in accordance with DM8 of the Development Management Policies LDD.*
- 7.3.13 It is acknowledged that the proposed portacabin under this application would be closer to the boundary to the north than the previously approved portacabin, more specifically; the proposed portacabin would be set off the shared boundary by 0.3m. Whilst this is noted, the roof form of the portacabin would be no higher than the existing garages and no higher than the previously approved portacabin, while the existing garages directly abut the shared boundary, therefore it is not considered that the proposed portacabin would result in any additional harm to neighbouring amenity than the existing garage structures by reason of its height so as to cause a loss of light to the windows of neighbouring dwellings nor would it appear significantly prominent.
- 7.3.14 Fenestration detail on the portacabin proposed under this application would overlook the courtyard within the centre of the site from the front elevation, whilst the flank windows would overlook the storage area and the flank of the site and boundary fence. When considering the siting of the portacabin at ground level, it is not considered that there would be unacceptable levels of overlooking to justify refusal of planning permission.
- 7.3.15 The proposed storage area to the north west of the site would re-use existing garage spaces and would not appear prominent to neighbours given it would re-use the existing garage spaces and not projecting beyond their existing height.
- 7.3.16 As a result subject to conditions, the proposal complies with Policies DM8, DM9 and DM10 of the Development Management Policies LDD and Policy CP12 of the Core Strategy.

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 A Biodiversity Checklist was submitted with the application and states that no protected species or biodiversity interests will be affected as a result of the application. The site is not in or located adjacent to a designated wildlife site. 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 and given the nature of the proposed development there would not be any adverse impacts on biodiversity.

7.5 Trees and Landscaping

- 7.5.1 Policy CP12 of the Core Strategy expects development proposals to 'have regard to the character, amenities and quality of an area', to 'conserve and enhance natural and

heritage assets' and to 'ensure the development is adequately landscaped and is designed to retain, enhance or improve important existing natural features'.

7.5.2 No trees would be affected.

7.6 Highways, Access and Parking

7.6.1 Application 17/2467/FUL assessed the impact of the change of use of garage site to include installation of portacabin for office use, extension to existing garages, security gates and associated works on Highway issues, access and parking, and was considered acceptable for the following reasons:

7.6.2 *The existing 30m long private access would be retained as part of the development and the Highway Authority comment that the existing visibility for vehicles and pedestrians at the junction with Blackford Road is considered acceptable and the inclusion of the proposed gate would enable vehicles to safely draw off the highway while the gates are opened and closed.*

7.6.3 *Following consideration of the proposals, the Highway Authority considers that the level of vehicular activity would not have a significant impact on the local highway network. The Highway Authority also note that the layout of the site would enable vehicles to turn around and egress to the highway in forward gear, which is considered to be necessary due to the length of the access road and to prevent vehicles from reversing out onto Blackford Road. In conclusion it has been determined by the Highway Authority that the proposals would not have an unreasonable impact on the safety and operation of the surrounding highway network. The development is unlikely to result in a significant change in the number of vehicles in the area.*

7.6.4 *In relation to parking, Appendix 5 states that Sui Generis uses would be decided in each case on individual merits. The proposed use would fall under this category. In relation to parking, the site would have up to 6 enclosed formal parking areas within the existing garages and three spaces underneath the proposed canopy. 3-4 office employees would have access to all spaces, while a bike store is also proposed within the enclosed garage to the north east corner of the site. Vans would be stored occasionally within the extended garage spaces and it is noted that the rest of the site courtyard would be kept free from vehicles. It is therefore considered that the proposed provision for parking is appropriate and proportionate for the use of the site.*

7.6.5 *When considering the use of the existing site garages and the primary use of the business that runs off site predominantly, it is considered that the parking arrangement would be acceptable in this regard.*

7.6.6 The proposed portacabin under this application would have no impact on matters relating to Highways, Access and Parking that would remain as previously approved.

8. **Recommendation**

8.1 That subject to no new material considerations being raised, 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: 1705 010 REV 02, 1705 020 REV 07, 1705 021 REV 05 and TRDC001 (Drainage Plan).

Reason: For the avoidance of doubt and in the proper interests of planning and to safeguard the residential amenities of neighbouring properties in accordance with Policies CP1, CP6, CP9, CP10 and CP12 of the Core Strategy (adopted October 2011) and Policies DM1, DM8, DM9, DM10 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

- C3 The proposed use hereby permitted shall not operate other than between the hours of 8:00am to 18:00pm Monday to Friday and 8:00am to 18:00pm on a Saturday which follows a Public Holiday. The proposed use shall not occur on Public Holidays or on Sundays.

Reason: To safeguard the residential amenities of the occupiers of neighbouring properties in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011).

- C4 At no time whatsoever shall on-site cleaning of vehicles (within the hours permitted by Condition 3) include the use of pressurised water jet apparatus or similar machinery (excludes the use of domestic hoovers and water hoses).

Reason: To safeguard the residential amenities of the occupiers of neighbouring properties in accordance with Policies CP1 and CP12 of the Core Strategy (adopted October 2011).

- C5 The permission shall be personal to Wheelie Washers; and shall not enure for the benefit of the land, and upon the aforementioned ceasing to use the premises for the use herein permitted, this permission shall cease and become null and void and all material and equipment brought on to the premises in connection with the use shall be removed.

Reason: In granting this permission the Local Planning Authority has had regard to the special circumstances of the case and in accordance with Policies CP1, CP6, CP9, CP10 and CP12 of the Core Strategy (adopted October 2011) and Policies DM1, DM8, DM9, DM10 and Appendix 5 of the Development Management Policies LDD (adopted July 2013).

8.2 Informatives

- I1 With regard to implementing this permission, the applicant is advised as follows:

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 £116 per request (or £34 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 0208 207 7456 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) - If your development is liable for CIL payments, it is a requirement under Regulation 67 (1) of The Community Infrastructure Levy Regulations 2010 (As Amended) that a Commencement Notice (Form 6) is submitted to Three Rivers District Council as the Collecting Authority no later than the day before the day on which

the chargeable development is to be commenced. DO NOT start your development until the Council has acknowledged receipt of the Commencement Notice. Failure to do so will mean you will lose the right to payment by instalments (where applicable), lose any exemptions already granted, and a surcharge will be imposed.

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.

- 12 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.
- 13 The applicant is reminded that the Control of Pollution Act 1974 stipulates that construction activity (where work is audible at the site boundary) should be restricted to 0800 to 1800 Monday to Friday, 0900 to 1300 on Saturdays and not at all on Sundays and Bank Holidays.
- 14 The applicant is requested to ensure that no electronic devices (eg. radios) are audible at the site boundaries, in the interests of the amenity of occupiers of neighbouring residential units.
- 15 Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.