



# ROLFE JUDD **ADDENDUM** **PLANNING STATEMENT**

On behalf of Zog Group

## Former Hicks Road Industrial Estate

P4371

August 2011

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# 1.0 Introduction

### Summary

- 1.1 This planning statement has been prepared by Rolfe Judd Planning on behalf of Zog brownfield Ventures Ltd (ZBV), in support of the revised planning application proposing the comprehensive redevelopment of the majority of the of the Hicks road Industrial Estate site, the neighbouring Markyate Surgery and Hicks Road car park.
- 1.2 This report forms an addendum to and should be read in conjunction with the planning statement prepared in support of the previous planning application which was withdrawn on the 16 May 2011 (ref:4/00206/11/MFA). The previous application proposed the redevelopment of the site comprising new buildings between 1 and 3.5 storeys in height; 96 new residential dwellings; new class B1 and B8 accommodation (including the retention of two light industrial buildings within Sharose Court) a new surgery/health-centre; the provision of 6 commercial units (for Class A1/A2/A3/A4 and B1 use), the creation of a new public square, new hard and soft landscaping; the formation of new access roads and the provision of 223 car parking spaces.
- 1.3 Following a period of consultation with the Council, Parish Council and other statutory consultees, the scheme has been substantially revised to effectively respond to comments made during the consultation period of the withdrawn application.
- 1.4 The revised planning application has been formulated in accordance with the key opportunities identified within the Hicks Road Masterplan. The scheme also responds to the objectives of Site Proposal SS2 (included within Dacorum Borough Councils Draft Core Strategy – October 2011) which supports the redevelopment of the Hicks Road industrial estate for a mixed-use development including business accommodation, new residential units, a replacement surgery, a public square, small A1/A2/A3/A4 units, public car parking and a residential care home (on the adjoining site to the north).
- 1.5 The proposed development has been revised and is described as follows:
- Comprehensive redevelopment of the site to provide new buildings of between 1 and 3.5 storeys, comprising 75 residential dwellings; new Class B1, B2 and B8 accommodation (including the retention of two light industrial buildings within Sharose Court); a new surgery/health centre; the provision of 3 commercial units (for class A1/A2/A3/A4 and B1 use), the creation of a new public square, new hard and soft landscaping, the formation of new access roads and the provision of 197 car parking spaces.*
- 1.6 Zog Brownfield Ventures Ltd is the majority landowner within the Hicks Road Industrial Estate and is keen to drive forward the renewal/redevelopment of the site. To deliver a comprehensive solution, the current planning application also encompasses the Markyate Surgery and Hicks Road car park (Council owned). As a result, the scheme represents a key opportunity to deliver long-term regeneration of this site, which in turn will generate significant benefits for the wider area.
- 1.7 In summary, the principal amendments to the revised scheme include:
- The reduction in the total number of units across the site from 96 to 75 residential units comprising 58 houses and 17 flats – thereby ensuring the proposal is compliant with the objectives of Site Proposal SS2 the Draft Dacorum Core Strategy;

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- The overall reduction in commercial/retail floorspace (Class A1,A2,A3,A4,B1) across the site from 668 sqm (withdrawn application) to 238 sqm;
- Deletion of four commercial/retail units (Class A1,A2,A3,A4 and B1) from the previous scheme including the deletion of the 'service road' to the southern side of Hicks Road, this section has been replaced with seven houses, providing greater containment to the 'home zone' area;
- Provision of a replacement MOT (Class B2) unit sited on the corner of Hicks Road and the A5 with office space above;
- Retention of the Council carpark (33 spaces) in the western section of the site, to cater for the parking needs of the village, providing convenient access to both the services situated in the square and on the High Street;
- Further de-culverting of the River Ver to the northern portion of the site incorporating an eight metre buffer to both sides ( eight metre buffer to one side in the southern portion of the site), in accordance with the Environment Agency's consultation comments;
- Creation of a service vehicle turning area in Sharose Court, which will allow larger vehicles to enter and exit Sharose Court in a forward direction;
- Removal of the Industrial unit at the end of Sharose Court, which creates a buffer between the existing houses situated in Long Meadow and the industrial/warehouse units in Sharose Court.;
- Creation of a landscaped buffer zone (5 metre width) along the southern boundary of the 'Home Zone' adjacent to Marvin's Magic warehouse;
- Reduction in the width of the main street to the 'Home Zone' which provides increased garden sizes/depths to each of the houses;
- Garden sizes in the 'Home Zone' have been increased to an average depth of 11 metres, therefore providing greater areas of private green amenity space across the site.
- A general reduction in the height of the buildings across the site, particularly around the square (buildings now predominately comprise 2-2.5 storeys);

### Working in Partnership to Deliver Regeneration

- 1.8 ZBV and the Design Team are keen to work in partnership with the Council, the Parish Council, key stake-holders and local residents to deliver the regeneration of the application site. The Design Team have undertaken extensive consultation with officers, both during and after withdrawing the previous planning application, in order to resolve the issues raised by officers, statutory consultees and locals during the applications public consultation process.

### Consultation

- 1.9 Since the withdrawal of the previous scheme, significant consultation has been undertaken with the Local Authority, the Parish Council and the application has been presented to the SHAPE East Design Panel to gain an independent opinion of the design.

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- 1.10 Discussions have been held with the Local Authority, the Environment Agency and Highways Agency, in order to resolve matters raised in the consultation responses to the withdrawn application.
- 1.11 The revised application was presented to the SHAPE East Design Panel on the 19<sup>th</sup> July 2011. SHAPE East is the Architecture and Sustainable Built Environment Centre for the East of England, an affiliate of CABI (Centre for Architecture and the Built Environment). The panel is made up of independent experts in architecture, landscaping, transport and highways and provides an opinion of the scheme in relation to design, which the Council may take into consideration during the assessment of the application.

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- 1.12 This purpose of this planning statement is to outline the key revisions to the scheme and key changes to the withdrawn scheme.

- 1.13 As such, our planning statement is structured as follows:

**Section 1: Introduction & Summary**

**Section 2: Key Revisions to the Scheme**– outlines each of the key amendments to the scheme and the reasons for the revisions;

**Section 3: Summary**

**Supporting Application Documents**

- 1.14 Under the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999 a request for a Screening Opinion was submitted by Entran to Dacorum Borough Council. In response, the Council wrote to the design team on 22 December 2010 to confirm that any impact of the development is likely to be small, short-term (in terms of the construction period) and localised. On this basis the Council confirmed that an EIA is not required. Attached at Appendix 2 is an updated request for an EIA screening opinion prepared by Entran which reflects the changes to the scheme. Entran still consider that an EIA is not required for the revised development proposal.
- 1.15 This planning statement should be read in conjunction with the following additional documents, which accompany the application:
- Design & Access Statement – prepared by GML
  - Landscape Design Statement – prepared by Fabrik
  - Arboricultural Development Report – prepared by Fabrik
  - Transport Statement – prepared by Entran Ltd
  - Flood Risk Assessment – prepared by Entran Ltd
  - Geo-Environmental Assessment – prepared by Entran Ltd
  - Preliminary Geo-Environmental Assessment – prepared by Entran Ltd
  - Air Quality Assessment – prepared by Entran Ltd

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- Noise Assessment – prepared by Entran Ltd
- Sustainability Statement – prepared by Entran Ltd
- Utilities Appraisal – prepared by Entran Ltd
- Archaeology Assessment – prepared by Entran Ltd
- Extended Phase 1 Habitat Report – prepared by Entran Ltd
- Energy Strategy – prepared by Entran Ltd
- Code for Sustainable Homes Pre-Assessment prepared by Entran Ltd
- Statement of Community Involvement prepared by Indigo Public Affairs
- Development Viability Report – prepared by Bespoke
- Housing Needs Report – prepared by Bespoke

## 2.0 The Revised Development Proposal

### Summary of Proposals

- 2.1 The detailed development proposals for the site have been formulated in response to the Hicks Road Masterplan urban design analysis, the clear policy objectives of the draft Core Strategy (particularly Site Proposal SS2), statutory and public consultation responses during the previous withdrawn planning application and initial views provided by the SHAPE East Design Review Panel.
- 2.2 The application site is the only large scale brownfield site within Markyate and benefits from being located close to the heart of the village. The existing buildings on-site are largely inefficient, with many in a poor state of repair. The intention is to create a vibrant and sustainable development which delivers new housing and employment opportunities and offers wider benefits for the entire village community and will provide:
- 75 new residential units comprising 58 houses (43 x 3 bedroom and 15 x 4 bedroom) and 17 flats (12 x 2 bedroom and 5 x 1 bedroom) – including family housing and apartments to meet local housing needs;
  - New affordable housing – including intermediate and rented accommodation;
  - The provision of 1633 sqm of modern business accommodation – including new office space, a replacement MOT, alongside industrial uses designed to reflect current market demands;
  - A new public square (366 sqm) located centrally within the development (centred on Hicks Road) – to create a new focal point for the village (with new active uses). The new square will encourage café and restaurant uses and provide usable space for the village community;
  - Small-scale retail/commercial uses (Class A1/A2/A3/A4 and B) comprising 238 sqm, to add life and vibrancy to the new public spaces and to complement the role and function of the existing High Street;
  - The relocation of the existing Markyate surgery (from its existing premises on Hicks Road) into a new and expanded surgery/PCT unit (344 sqm), centrally within the development and facing onto the new public square;
  - The re-provision of the existing public car park (33 parking spaces) within the new development to cater for the parking needs of the village and to provide a total of 197 car parking spaces to cater for the anticipated demands of the development and parking requirements of the wider village;
  - The inclusion of affordable housing as part of the new residential component – including affordable rented accommodation;
  - Improvements to Hicks Road – both reflecting its role as an important vehicle link between the High Street and the A5, but also to improve the pedestrian environment and to improve links to the surrounding countryside. Improvements to the junction are addressed in detail within Entrants Transport Assessment, including an option for introducing signals at the junction and an option that introduces traffic calming measures, without the need for signals;

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- To mitigate the existing flood risk issues at the site and de-culvert the River Ver within both the southern and northern sections of the site;
- Options for improving accessibility in the area and better integrate the future land uses with accessibility and local public transport facilities – in order to improve the accessibility of the site by non-car modes and reduce the prospect of inward and outward commuter trips from the wider village;
- Options for achieving a more sustainable pattern of development – i.e. reducing car uses, providing support facilities (i.e. café/shops) for the estate and wider community, considering estate wide waste management plans; target achieving Code for Sustainable Homes Level 3 (or higher if required by national policy) for all new residential uses; potentially incorporating measures targeted at improving energy efficiency, reducing CO2 and promoting renewable energy technologies;
- The creation of a pocket park – Local Area for Play (LAP) to the north of the site which will provide both formal and informal play areas for local residents.

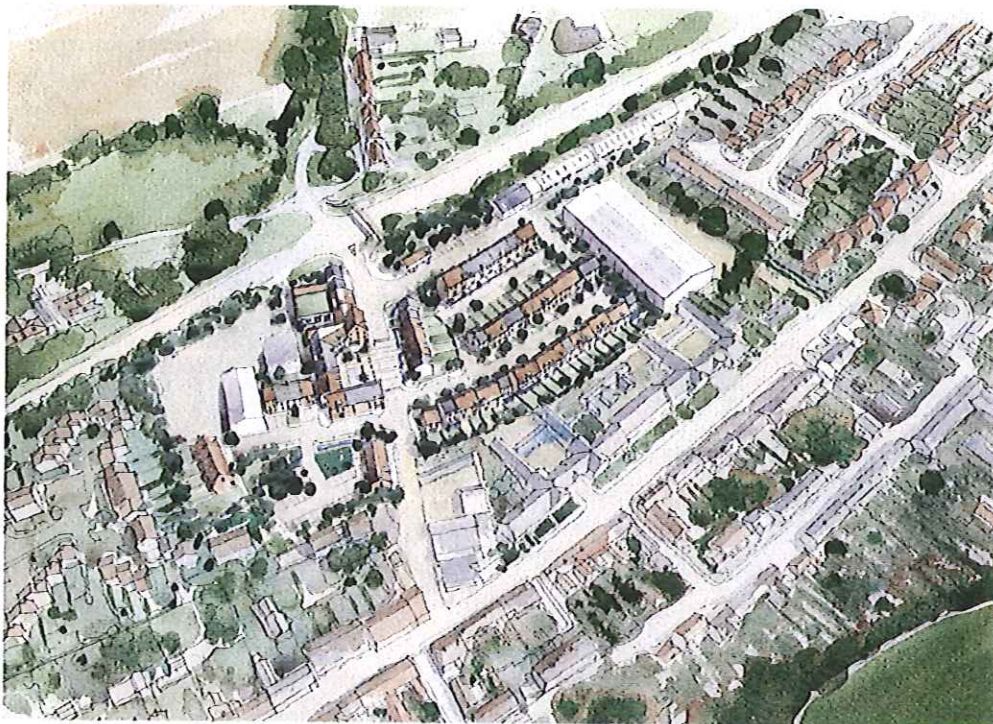


Figure 1: Artists impression of the Aerial View of Hicks Road redevelopment in context with Markyate Village



## 3.0 Key Revisions to the Scheme

### Introduction

3.1 Based on the adopted and emerging Planning Policy Framework (refer to Section 4 of the original planning statement), the key planning considerations associated with the detailed development proposals for the site will include the following:

- Site Proposal SS2 – meeting key objectives;
- Employment considerations and the existing tenants;
- Delivering New Residential Accommodation;
- Delivering a Mix of Uses;
- Creating New Public Realm;
- Achieving a high quality design response;
- Transport, Movement and Parking Strategy;
- Environmental Considerations;
- Delivering a Sustainable Development;
- Other Considerations.

3.2 This addendum planning statement outlines how the revised scheme has addressed the issues raised during the public consultation period and demonstrates how the scheme meets the key objectives of the emerging planning policy framework.

### Site Proposal SS2 – Meeting key objectives

3.3 Dacorum Borough Council's Draft Core Strategy (November 2010) identifies the following 'vision' for Markyate – which acknowledges the important role the redevelopment of the application site will play in creating a new social and commercial focus for the village.

3.4 The Draft Core Strategy targets the provision of around 190 new homes within Markyate (between 2006 and 2031), with a priority on accommodating this growth within the existing village boundary, whilst maximising the opportunities for affordable housing and family sized accommodation. On this basis, the Draft Core Strategy seeks to provide a substantial amount (80 residential units) of future housing through the redevelopment of the Hicks Road Industrial Estate (which is identified as Site Proposal SS2 – Land at Hicks Road).

3.5 The application site encompasses the majority of the land within Site Proposal SS2 – with the exception of land within the northern part of the estate and the Harts Motors site (131 High Street, Markyate), which fall under separate

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ownerships. However, the current planning application is intended to lead the regeneration of Site Proposal SS2 as a whole and enable these additional land parcels to be potentially developed as later phases.

3.6 Notwithstanding this, the detailed proposals for the application site will realise the core objectives of Site Proposal SS2 by:

- Removing the existing outmoded business accommodation and providing modern new business and light industrial units designed to cater for small and medium enterprises (SMEs) – thereby increasing potential of the site;
- Providing new residential accommodation comprising 75 units, including both family houses and apartments;
- Providing a proportion of the new residential accommodation as affordable;
- Providing a new surgery/health centre within the heart of the development;
- Creating a new public square on Hicks Road, to act as the new social and commercial focus point for the village;
- Providing 3 small retail/commercial units at ground level around the new public square – to provide an extension to the existing high street and to generate activity around the development;
- Providing replacement public carparking (33 spaces), alongside additional car parking to cater for the needs of the development;
- Retaining Hicks Road for through traffic and making improvements at the junction with the A5;
- Partially de-culverting the River Ver both in the north and the south of the site to create a new landscaped 'swale' feature within the development and to provide additional flood relief.

### Employment Considerations and the existing tenants

3.7 GVA Grimley completed an Employment Report in support of the original Hicks Road planning application, which is still considered to be relevant for the revised proposal. The report considered the wider demand/supply of business employment floorspace within the Borough and has informed the type and form of new business accommodation provided within the previous application and the current revised scheme.

3.8 The revised application includes the removal of four commercial/retail units (Circa 450 sqm) to the south side of Hicks Road, with two commercial/retail tenancies (Circa 270 sqm) located around the public square, adjacent to the proposed surgery/pharmacy. This reduction in the retail/commercial element of the scheme, will enable the 'active uses' such as restaurants/café's or retail uses to be focused directly onto the public square and leaves the southern side of Hicks Road to be purely focused on the residential 'Home Zone', with the industrial uses sited along Sharose Court.

3.9 The revised proposal also includes a replacement MOT sited to the corner of Hicks Road and the A5.

### Creating new job opportunities

3.10 As noted above, the existing Hicks Road Industrial Estate generates approximately 40 jobs/employees (based on surveys undertaken in 2008 and 2010). This relatively low employment density is a function of the poor and inefficient

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state of the existing buildings on-site and the nature of the existing uses (many of which employ a low number of people).

- 3.11 Based on assessment work undertaken by GVA Grimley, it is anticipated that the revised development could generate approximately 90 full time equivalent jobs (including both new employment opportunities and those retained on site within Sharose Court and the Markyate Surgery). Nevertheless, this represents a significant improvement over and above the existing employment potential at the site.

### Existing Tenants

- 3.12 Notwithstanding the substantial improvements proposed to the business functioning of the site, it is recognised that there are existing businesses located at the site. ZBV and their agents (Brasier Freeth) are continuing to engage with the existing tenants at the site to ascertain their future needs and options for accommodating these requirements within the redevelopment.
- 3.13 Furthermore, in addition to the proposed premises on Sharose Court which have been designed specifically to cater to the existing tenants who wish to be accommodated on-site. The revised scheme now includes a replacement MOT (B2 unit), situated on the corner of Hicks Road and the A5. This unit has also been designed in consultation with existing tenants to ensure that the unit can cater to their operation requirements.

### **Delivering New Residential Accommodation**

- 3.14 National, strategic and local policy all place a strong emphasis on promoting sustainable residential communities by concentrating residential development on previously developed land in accessible locations (particularly within existing settlements).
- 3.15 Given that the Draft Core Strategy identifies the opportunity to accommodate additional housing growth within Markyate, with Options 1 and 2 targeting the provision of 190 new homes within the village over the plan period. The draft Core Strategy also identifies the Hicks Road Industrial Estate (which includes the application site) as the preferred location to accommodate the majority of this new housing growth.
- 3.16 The numbers of residential units have been reduced from 96 units (in the previous application) to 75 units, which is now below the overall number of units proposed in Site Proposal SS2 of the Draft Core Strategy, which seeks the provision of 80 units across the site. The reduction in the number of residential units reflects a significant reduction in the number of flats proposed, particularly the deletion of the commercial units (with flats above) on the southern side of Hicks Road.
- 3.17 The revised residential layout and amount is considered appropriate on the basis of the following:
- The number of residential units has decreased, providing a less intensive residential component of the mixed use development, which when compared to the previous scheme, greatly respects the character and urban grain of the village;
  - The scheme still includes apartments above the commercial uses fronting the public square, which also increases the residential densities at the site, but provides an important opportunity to deliver a mix of accommodation catering for the full range of housing needs;

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- The provision of 75 residential units at the application site will assist Dacorum Borough Council in meeting their target of providing 190 new residential units within Markyate – and reduce pressure on having to potentially release sites on/outside the existing settlement boundary.
- The provision of houses fronting Hicks Road (south side) provides greater containment of the 'home zone' area.
- All houses and flats throughout the development are designed to be capable of achieving Lifetime Homes Standards with 10 of the 1 and 2 bedroom flats being laid out to provide wheelchair accessible or capable of easy adaption;
- All homes are afforded with private gardens and/or private terraces/decks, with the gardens in the home zone comprising an average garden depth of 11 metres.

### Affordable Housing

- 3.18 Bespoke Property group have prepared a Viability Appraisal which makes recommendations for maximum level of affordable housing which can be delivered whilst insuring the development remains viable (and deliverable).

### Mix of Dwellings

- 3.19 The proposed residential scheme will still provide a range of house types/sizes in accordance with the following mix:
- 17 Apartments (5 x 1 bed units and 12 x 2 bed units)
  - 58 Houses (43 x 3 bed units and 15 x 4 bed units)
- 3.20 It is noted that the Draft Core Strategy (Policy CS 18) seeks to promote new development which provides a range of housing choice. It is also noted from the London Commuter Belt (West) Sub-Region Strategic Housing Market Assessment (2008) that a range of housing types/sizes are required within Dacorum between 2007 and 2021. The SHMA notes that for Dacorum, 44% of new homes should be provided as one and two bed units, with 55% of new homes being provided as three and four bed units.
- 3.21 On this basis, the proposed mix is considered to be consistent with local housing requirements within the Borough.

### Density

- 3.22 The overall residential density on the application site has been revised and now amounts to 39 dwellings per Ha, and 154 habitable rooms per hectare, which is comparable to existing development in neighbouring streets and areas of Markyate.

### Achieving a high standard of residential accommodation/

- 3.23 GML have prepared a revised Design Access Statement which is included in the application documents.
- 3.24 The layout of the site has evolved since the previous application, through a detailed consultation with officers, consultees and key stakeholders. Overall, the revised layout provides greater separation between the different land-uses proposed across the site, with the industrial uses focused along Sharose Court, the 'Home Zone' being more contained to the south side of Hicks Road, the commercial/retail uses are focused around the public square and along the northern side of Hicks Road.

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- 3.25 The council carparking spaces have been catered for in a similar location as the existing Council Carpark, thereby creating a new public carparking area, comprising 33 spaces situated adjacent to the public square, which will provide easy access to both the surgery/pharmacy and retail units situated in the square and the shops/services located on the High Street.
- 3.26 It should be noted that the Home Zone layout has also been revised, with seven houses now fronting Hicks Road. This revision provides greater containment to the home zone. The houses fronting Sharose Court have been pulled back from the industrial units to ensure a greater separation and buffer between these land uses. The main street within the home zone has been narrowed to provide greater depths to the rear gardens, in this area.
- 3.27 A landscape buffer zone of 5 metres is provided between the end house and the site boundary which falls adjacent to the large warehouse (to the south of the site) which falls outside ZBV ownership. It is envisaged that if this site came forward for redevelopment in the future, a similar buffer would fall on the other side, with a potential road link/pedestrian link through to this site.
- 3.28 Both the layout of the residential development and arrangement of the individual residential units have been carefully considered to ensure an efficient use of space and the creation of a well conceived living environment.
- 3.29 In particular, it is intended that all residential accommodation will be built to Lifetime Homes standards with 10 of the 1 and 2 bedroom flats being laid out to provide wheelchair accessible or capable of easy adaption.
- 3.30 A pre-assessment has also been undertaken by Sol Environmental/Entran in response to the Code for Sustainable Homes criteria (and is included as part of the planning application submission). The pre-assessment demonstrates that accommodation on-site will achieve Code Level 3.

### Amenity Space

- 3.31 Private open space will be accommodated through the provision of gardens for the homes and communal open space for the apartments.
- 3.32 The new houses are provided with 2752 sqm of private amenity space through the provision of private back gardens and balconies; this is an increase 509 sqm from the withdrawn scheme. It was felt that due to the historical character of Markyate, the provision of balconies for the apartments would be out of keeping with the character and style of development in the village.
- 3.33 The development is afforded with 1829 sqm of open space provided throughout the site, which has been increased by 160 sqm from the withdrawn scheme. This includes a new Local Area of Play (100sqm), which has been sited adjacent to the apartments to ensure this area is easily accessible to the apartments.
- 3.34 The proposal will deliver new areas of public realm and private amenity space, which will improve the environment and be accessible and usable for all. It will also ensure that the development is physically intergrated with the surrounding area.

### Safety and Security

- 3.35 Community safety and crime prevention have been considered in the design of the revised proposal and include the following elements:

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- Access and Movement: Approach routes, entrances and circulation spaces are well defined and provide for convenient movement and provide for convenient movement without compromising security.
- Surveillance: the design ensures that all publically accessible spaces are overlooked.
- Ownership: the design is intended to promote a sense of ownership, respect, territorial responsibility and community.
- Physical protection: The detailed design will design for well designed security features - doors and entrances.
- Activity: Human activity and natural surveillance enhances the location and creates a reduced risk of crime and a sense of safety at all times.
- Management and maintenance: The design would create a high quality public realm and shared spaces that are designed with management and maintenance in mind, to discourage crime in the present and the future.

### Delivering a mix of uses

- 3.36 In conjunction with the provision of new business/employment space and new housing, the revised application still includes the provision of a replacement surgery/pharmacy sited around the square and indicates a reduced the amount of commercial/retail units proposed (previously 6 units, now 3 units), for uses within Class A1/A2/A3/A4 and B1.
- 3.37 The revised scheme has deleted the retail/commercial units sited to the south of Hicks Road and focuses the retail units solely around the public square to the north side of Hicks Road. It is considered that by focusing the commercial/retail uses around the periphery of the square these uses will add to the vibrancy of the development and will assist in creating a new mixed use quarter solely focused on the new public square.

### New Surgery

- 3.38 The existing Markyate Surgery is located to the north of Hicks Road, adjacent to the existing public car park. The proposed relocation of the surgery from its existing site into a new facility within the development was identified as a key opportunity both within the Hicks Road Masterplan and within Site Proposal SS2 (Draft Dacorum Core Strategy).
- 3.39 The proposed surgery unit has been designed in accordance with the requirements of the Markyate Surgery. Furthermore, discussions are ongoing with the Surgery and Primary Healthcare trust over the timing and arrangements for the relocation of the Surgery into the proposed development.
- 3.40 The proposed development therefore provides the opportunity to include a improved Health Centre facility which will both cater for existing residents living within the future development.

### MOT

- 3.41 The revised proposal includes the provision of a replacement MOT (Class B2 unit) and has been designed in accordance with the requirements of the existing tenants.
- 3.42 The MOT is situated on the corner of Hicks Road and the A5 and is screened behind an office building, which presents at the gateway building into the site. The location of the proposed MOT is considered to be appropriate, as it presents an extension to the industrial uses located in Sharose Court, acts as a buffer to the busy A5, and is appropriately screened to Hicks Road by the proposed office building.

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- 3.43 Furthermore, it is considered that the MOT in this location poses the least impact on the future residents, the closest being the flats located to the eastern side of the square (at the first and second floors), being the closest residential properties to the proposed MOT building. These flats have been designed to ensure that non-habitable rooms face the MOT, with minimal windows on the flank wall.



Figure 2: Artists impression of the development as viewed from the A5 towards Hicks Road

### New Commercial/Retail Units

- 3.44 The revised application reduces the number of commercial/retail units provided on the site, whilst still proposing the retention and expansion of the existing B1/B2/B8 units within Sharose Court and the provision of a MOT (Class B2) unit on the corner of Hicks Road and the A5, with the provision of new office/business space (designed to cater for small and medium enterprises SMEs) above the MOT and the proposed 'gatehouse' which is sited on the corner of Sharose Court and Hicks Road.
- 3.45 The redevelopment of the application site also provides the opportunity to extend the identified 'Village Centre Zone' into the new development through the creation of a new public square (on Hicks Road) and provision of 3 commercial 'retail units', which will range in size from 35 sqm to 117 sqm GIA.
- 3.46 It is envisaged that the three proposed retail/commercial units will accommodate uses such as restaurants, café's and small boutique style shops, which will improve the retail offer in Markyate and attract new local retailers, restaurants/cafes and other uses and will act as a catalyst to help rejuvenate the High Street, which is currently fragmented, with various uses scattered along the High Street.
- 3.47 The new retail offer will add to the vibrancy of the retail offer within the village and will help retain existing retail expenditure within the centre. This in turn will support the existing retailers within the village, who will also benefit from the improved retail offer and retained trade within the centre.

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- 3.48 With respect to the requirements of Planning Policy Statement 4 (Planning for Sustainable Economic Growth) and Site proposal SS2 of the draft Dacorum Core Strategy, there are considered to be compelling planning justification to support the revised provision of proposed retail units at the application site, as part of the wider mixed use development.

### Creating a New Public Realm

- 3.49 A revised Landscape Masterplan has been developed by Fabrik and is included in the planning application submission documents.
- 3.50 The Landscape Masterplan has been revised to reflect the amended layout, however is based on the same principles as per the withdrawn scheme. The revised landscape Masterplan includes the following:
- A pocket park (Local Area of Play), that provides both informal and formal areas of play, situated in the northern portion of the site, within close walking distance to the flats situated above the public square;
  - A central square surrounded by the commercial units, shops and health facilities that will be a central gathering point to the Hicks Road development and Markyate.
  - De-culverting the River Ver creating a biodiverse ecological habitat that also provides visual amenity.
  - Shared surface streets that promotes pedestrian movement and doorstep play.

### Public Central Square

- 3.51 The square is now focused to the northern side of Hicks Road, following the deletion of the commercial units proposed in the previous scheme to the south side of Hicks Road. The square continues to use predominately natural hard paved materials, which distinguishes the square from the other areas within the Hicks Road development and creates a real sense of place.
- 3.52 The hard paved design also maximises the usable space for farmers markets and other community events, seating areas associated with potential café/restaurant uses and allows for a clear pedestrian movement. The inclusion of trees softens the paved areas and provides shade, shelter and defines spaces along with the seating elements.
- 3.53 A water jet feature creates a interactive and movement element to the space to draw the eye and allow children to place in close proximity to the potential café/restaurant/retail tenancies and away from Hicks Road.





Figure 3: Artists Impression of the Hicks Road public square

### Pocket Park

- 3.54 The proposed pocket park (Local Area of Play) comprises 100sqm (949 sqm including the green landscaped space surrounding the LAP and culvert). The location of the pocket park has been amended from the previous scheme, with the park being located adjacent to the carpark and including the culvert in the northern portion of the site.
- 3.55 The proposed pocket park creates an opportunity for residents of the new development and those in the local vicinity to have access to a green space/play space on their doorstep that provides an element of both informal play through the provision of a lawned area and formal play through the provision of a Local Area of Play (LAP).
- 3.56 The use of predominately shrub and hedge planting will provide a strong frame to the green space and offers an element of interest all year round. Existing trees are incorporated into the proposal. A seating area will allow residents to socialise and undertake passive supervision in close proximity to the pocket park.

### Improving Pedestrian Routes and Connectivity

- 3.57 The revised scheme ensures that existing and proposed new pedestrian routes are clearly legible throughout the site. The existing pedestrian route to the north of the site, which currently connects Roman Way to Markyate Surgery is reinforced in the revised scheme, ensuring that route links through to the carpark, Hicks Road and also to the square, which is the proposed location for the doctors surgery.
- 3.58 Pedestrian footpaths are proposed along both sides of Hicks Road, linking through to the High Street to the Home Zone to the south of the site. A future pedestrian link could be provided from the Home Zone to the site situated at the south of the Home Zone, if this site was to be redeveloped in the future.

## Planning Statement

### Open Space/Play Space

- 3.59 Based on Policy 76 of the Dacorum Local Plan and Section 4 of the Planning Obligations SPD requires that permission will not be granted for residential development of over 25 dwellings or 1 hectare in area unless public leisure space is provided. The space provided should meet the standard of at least 1.2 hectares (3 acres) per 1000 population, or 5% of the development area, whichever is greater.
- 3.60 Based on the proposed housing mix and using the average occupancy figures set out in the Dacorum SPD Section 4, it is assumed that there are 177.8 residents within the proposed development. Based on Policy 76 this equates to the required provision of 2134 sqm of open space (5% of the application boundary which is 1.9 hectares would equate to 950 sqm).
- 3.61 The revised scheme provides 1829 sqm of open space across the site, which includes a Local Area of Play. The scheme also provides 2752 sqm of private amenity through back gardens. Therefore the total amount of 'green space' across the site equates to 4554 sqm.
- 3.62 The revised scheme provides a greater amount of private amenity space through increasing the size of the back gardens for the home zone (approximately 500 sqm private amenity space more than the withdrawn scheme) and a greater amount of public open space (approximately 160sqm more public open space than the withdrawn scheme).
- 3.63 Due to the nature of the Hicks Road site and the site constraints, it will be difficult to provide the entire open space requirement as set out in Policy 76 of the Local Plan. The current proposed open space provides an opportunity for convenient play space for the new and surrounding residents who have toddlers.
- 3.64 Older children/teenagers may benefit from improvement works to the existing open spaces in Markyate and is within the specified 400 metre walking distance for a LEAP from the Hicks Road Site. However guidance from the Local Authority on how best to meet the current shortfall of open space for the proposed Hicks Road Development will be sought.

### **Achieving a High Quality Design Response**

- 3.65 The revised Design and Access Statement prepared by GML outlines the masterplan parameters and design approach for the proposed scheme and is provided with the application documentation.
- 3.66 The following core townscape objectives were adopted within the revised Masterplan:
- To create a strong central square within the head of the development, surrounded by active uses to animate the space – and thereby extend the village central zone into the new development;
  - To provide a higher density of built form around the central square (i.e. buildings including retail/commercial uses at ground floor with residential flats above);
  - To recognise the opportunity to provide more prominent development at the junction of Hicks Road and the A5 – to identify one of the principle gateways into the centre of Markyate;
  - To provide a more domestic urban form to the north and south of Hicks Road, reflecting the form/nature of the adjacent residential properties – integrating the wider development into the inner zone within the village;

## Planning Statement

- To locate the more industrial type of development towards the A5 corridor.

- 3.67 The scale of the revised development has been developed to reflect the scale of the existing village, rather than the scale of the previous industrial buildings (which are large and bulky) with the exception of the new and retained industrial buildings on Sharose Court and the relocated MOT garage on the corner of Hicks Road and the A5.
- 3.68 The revised proposal ensures that the new buildings are designed to relate in form, scale and material to the existing character and scale of development in Markyate. The height and scale of the development takes the buildings situated along the High Street as precedent, therefore the majority of the buildings are 2 storeys with pitched roofs.
- 3.69 External materials are traditional - red brick and clay tiles, modulated and articulated with elements of painted render, timber and slate roofing. The detail of the buildings reflects the forms of windows, lintels, eaves and chimneys and character of development in Markyate.
- 3.70 The overarching objective of the Masterplan has been to develop a distinctive development which is well related to the surrounding context, but which also creates new interesting spaces and buildings which will add to the character of Markyate.

### Providing a comprehensive redevelopment

- 3.71 Throughout the process the developer has been committed to working with existing tenants, neighbouring land owners and the Primary Healthcare Trust/Surgery to progress the comprehensive proposals for the site.
- 3.72 In addition to application site boundary, three additional sites are identified within the Core Strategy Strategic Site Allocation Masterplan Area including:
1. Site located to the north of the Industrial Estate
  2. 123-131 High Street, situated on the corner of Hicks Road and the High Street.
  3. JC Windows which situated on Hicks Road and lies between, 123-131 High Street and the application site.
- 3.73 Two indicative redevelopment options have been developed for the site situated to the north of the industrial estate and are shown in GML's Design and Access Statement. In accordance with the emerging Core Strategy Strategic Site Allocation, the first option for this site, looks at the provision of a 60 bed care home (based on market research), in an L-shape design, with carparking for 16 cars, with vehicle access linked through from the application site. The height of the carehome building will range between 2.5 and 3 storey scale throughout, which is appropriate, given that the site is situated a fair distance away from the High Street, Conservation Area and is adjacent to the new development in Fullerton Close. This site is considered to be the most suitable for a care home, given the close proximity to the Health Care facilities in the proposed square.
- 3.74 The second indicative redevelopment option for the northern site, shows how 13 houses could be laid out in a crescent, with vehicular access from the application site, provision of 16 car parking spaces and direct linkages through to the square and Hicks Road.
- 3.75 The site at 123-131 High Street, was granted outline planning permission (4/1984/01) in 2001, however the permission was never implemented. The indicative layout for this site shows how the planning consent granted in 2001 for 9

## Planning Statement

residential units (including 5 for the elderly), with offices at ground floor links in with the proposed scheme for the application site.

- 3.76 The third site, currently occupied by JC windows shows an indicative layout for two residential houses, with gardens to the rear. Parking for these properties could be provided off street through integrated garages.

### Transport Movement and Parking Strategy

- 3.77 A revised Transport Assessment prepared by Entran has been included with the revised application. The revised Transport Assessment addresses issues raised by Highways Agency in their consultation response to the original application.

- 3.78 The revised TA has been prepared alongside a Framework Travel Plan (FTRP) which provides the opportunity to reduce dependence on travel by private car and seeks to influence travel to and from the site.

- 3.79 In summary, the TA concludes that:

- The development provides commercial parking in accordance with Dacorum Borough Councils parking standards, cycle parking in excess of Dacorum Borough Councils parking standards and residential parking to meet future predicted demand;
- The site has a very good level of accessibility by sustainable modes of travel. Bus stops are within easy walking distance of the site, provide access to four bus services serving a range of local town and villages. One bus service runs every half hour from early morning until early evening. None of the local bus stops currently have bus shelters;
- The nearest railway station is in Luton from where trains can be taken to a range of regional town as well as London St Pancras International Station. Luton Station is accessible by bus, bike or by car;
- The transport impact of the proposed development is determined by a comparison of the person trips that might realistically be generated by the existing and proposed uses. An analysis of predicted trips shows that the redevelopment would result in an increase in travel by all modes of, but would not have any material impact on the operational capacity of the existing sustainable transport infrastructure;
- The development will provide a junction improvement at the junction between Hicks Road and the A5. Two possible schemes have been suggested, one being a local safety enhancement scheme and the other being a new set of traffic signals together with an upgraded controller at the High Street/A5 junction to optimise the combined capacity of both junctions;
- An assessment of the Personal Injury Accident data for the local area showed clusters of accidents at all three junctions onto the A5, and a recurring pattern of right-turns as a primary cause. The proposed traffic signals at the Hicks Road/A5 junction would have right turning as a separate stage with no opposing traffic, thereby removing the potential for right turn accidents. The alternative improvements scheme would highlight the junction for drivers using the A5 and ease the egress for drivers emerging from Hicks Road;
- The accessibility audit identified the potential to improve the potential to improve travel by bus by introducing two new bus shelters and improving the improved pedestrian facilities;

## Planning Statement

- The Framework Travel Plan provides the opportunity to increase the number of trips undertaken by sustainable modes of transport, further to this a contribution in accordance with the HCC guide to planning obligations suggests that a financial contribution of £97,000 towards improving sustainable transport within the site's catchment.

### Environmental Considerations

#### Mitigation of Flood Risk

- 3.80 Following detailed The Environment Agency commented on the withdrawn application and provided the following comments:
1. The FRA submitted with this application does not comply with the requirements set out in Annex E, paragraph E3 of Planning Policy Statement 25 (PPS 25). The submitted FRA does not therefore, provide a suitable basis for assessment to be made of the flood risks arising from the proposed development.
- 3.81 The requirements of the FRA are provided in PPS 25: Development and Flood Risk (PPS 25) together with the Environment Agency's Guidance Notes. This policy and associated guidance have been followed in the preparation of the FRA.
- 3.82 The application site is shown on the existing EA indicative flood map to be located in Flood Zones 1,2 and 3 of the River Ver. However, the upstream flood storage area at Markyate Cell is designed to prevent Markyate and other downstream areas from fluvial flooding to the 1 in 200 year flood event. Hydraulic modelling of the catchment has been undertaken to better understand potential sources of flooding and to derive more accurate flood extents.
- 3.83 The Hydraulic modelling of the River Ver has shown that the modelled extents of Flood Zones 2 and 3 are reduced from the existing indicative flood map (refer to Entrans FRA figures 4.6 and 4.7) however, the site is still shown to be located within Flood Zones 1, 2 and 3a, though falling outside the 'functional flood plain' Flood Zone 3b.
- 3.84 On the 8<sup>th</sup> of July, the EA confirmed that the hydraulic modelling report is deemed it fit for purpose, meaning that the modelling is appropriate to base the FRA on.
2. *We object to this application because the proposed development falls into a flood risk vulnerability category that is inappropriate to the Flood Zone in which the application site is located.*
- 3.85 As mentioned above, hydraulic modelling of the River Ver has been undertaken and is accepted by the EA, which shows that the modelled extents of Flood Zones 2 and 3 are reduced and the site now falls outside the functional flood plain 3b.
3. *We object to the proposed development because there is an inadequate buffer zone to the culverted and deculverted River Ver.*
- 3.86 The revised development provides an eight metre buffer zone to one side of the culverted and deculverted River Ver. The River has also been de-culverted more of the River Ver to the northern portion of the site, in order to satisfy EA concerns.
4. *We object to the proposed development because it does not take the opportunity to fully remove the culvert, resorting lost habitat and by its proximity would prevent the future possibility of doing so.*

## Planning Statement

- 3.87 The redevelopment of the site would include the almost total deculverting and realignment of the River Ver both to the north and south of the Hicks Road. This would provide biodiversity, amenity and visual benefits and would also provide an increased storage capacity to allow this section of the open channel to assist in the reduction of local flood risk.
- 3.88 A full Sequential Assessment and Exceptions Test has been completed in conjunction with Dacorum Borough Council has been undertaken by Rolfe Judd Planning and is provided at Appendix A of the original planning statement. Dacorum Borough Council has confirmed in writing that the proposal has passed the sequential test (see letter at Appendix 1).

### Sustainable Drainage

- 3.89 The revised FRA prepared by Entran addresses the sustainable drainage design for the site. The revised application still includes the opportunity to reduce surface runoff rates and volumes by storing rainfall under areas of permeable pavement, linked to underground geocellular storage cells, prior to discharge to the new open channel of the River Ver.

### Utilities

- 3.90 Entran prepared a utilities report which was submitted with the withdrawn application. The proposed residential component of the development will be designed to achieve Code Level 3 (Code for Sustainable Homes) which required new buildings to be efficient in their use of natural resources, such as water and energy. This will assist in reducing the impact on local utilities, however capacity studies will need to be carried out at the detailed design stage to establish if any local infrastructure improvements will be needed to facilitate the needs of the development.

### Contaminated Land

- 3.91 A preliminary Geo-environmental and Geotechnical Assessment was undertaken by TEC/Entran in October 2010 and following the revisions to the scheme was revised in June 2011.
- 3.92 During the TEC investigations, visual and old factory evidence of potentially significant contamination was recorded within two locations, one in the southern area and another in the northern section of the site.
- 3.93 Within the southern section of the site, hydrocarbon contamination was observed within the made ground materials and upper surface of the natural ground to approximately 1.1 metres in depth. Within the northern portion of the site, hydrocarbon contamination was encountered to a maximum depth of 5.5 metres.
- 3.94 The Geo-environmental report recommends that remedial works will be required at the site. Additional investigation and assessment works are considered necessary to fully define environmental risks on the site. The additional works recommended in order to fully define the potential issues identified with the site are likely to include:
- Further assessment and constraining of hotspot extent and impact on controlled waters, this is likely to involve installation of deeper groundwater monitoring boreholes within the vicinity of the identified hotspots;
  - Further investigation and assessment in areas of proposed development where access has not currently been possible;
  - Additional ground gas monitoring - it is considered that a minimum of a further five visits over a three month period will be necessary to fully define the gassing regime.
  - Appropriate geotechnical investigation to ascertain foundation and design parameters;

## Planning Statement

- Preparation of a remedial strategy upon completion of the recommended additional works.

3.95 It should be noted that any development on the site, subject to planning permission, will be conditioned with respect to contaminated land.

### Ecology

3.96 Entran has undertaken an Extended Phase 1 Habitat Survey, which was submitted with the withdrawn application. This report is still considered relevant to the revised application and should be referred to.

### Energy

3.97 An energy strategy has been prepared by Entran with respect to the withdrawn and revised development. The energy strategy remains the same for the revised application and demonstrates how the proposed development will be designed using the principles of the Energy Hierarchy in order to deliver significant carbon dioxide savings as compared to Park L 2010 compliant building. In particular the design team have sought to minimise emissions at source through incorporation of sustainable design features.

3.98 The overall energy strategy through the combination of energy efficiency, sustainable design and potential for renewable technologies, will ensure the proposed development achieves a CO2 reduction against the baseline building built to the current Building Regulations 2010. On this basis, the target conforms to the mandatory requirement, under 'Ene1' to achieve Code Level 3 of the Code for Sustainable Homes.

### Noise

3.99 A Noise Assessment has been prepared by Entran with respect to the revised development and assesses the impact of noise at the site in respect of the site's suitability for residential development.

3.100 In order to determine noise exposure levels across the site in accordance with the procedures described in PPG 24, an environmental noise survey has been undertaken at the site over a period representative of a 24 hour weekday. The assessment has followed discussions with the Environmental Health Department of Dacorum Borough Council and has been undertaken in accordance with their stipulated approach and criteria.

3.101 In relation to the proximity of the residential flats located above the commercial uses in the square and the MOT building on the corner of Hicks Road and the A5, all residential units have been designed so that non habitable rooms are located along the wall facing the MOT. Furthermore, minimum acoustic performance requirements have been specified for the glazing and ventilation elements of the proposed habitable rooms. The specified minimum acoustic performance requirements will be sufficient to provide reasonable internal noise levels during both daytime and night time.

3.102 Noise within the principal external areas of all proposed dwellings has been predicted to be within the WHO limiting criteria, as required by Dacorum Borough Council.

3.103 A procedure for determining limiting noise levels for any fixed plant, such as air conditioning units, that may be associated with commercial elements of the proposed development has been presented, which should form the basis of future planning conditions applied to the site.

## Planning Statement

### Delivering a Sustainable Development

- 3.104 Both the withdrawn and revised scheme has undergone a Sustainability Appraisal and Code for Sustainable Homes (CSH) Pre-Assessment, in addition to establishing a provisional Energy Strategy. The planning report for the withdrawn application outlined the proposed sustainability measures incorporated into the proposed design; these measures are still relevant for the revised application.

### Archaeology

- 3.105 An archaeological assessment was carried out by Entran for the withdrawn application. The findings are still considered relevant for the revised application. In summary, it is not known whether any significant archaeology exists within the application site, although this does not detract from the fact that the site could contain important archaeological deposits associated with the nearby Roman road. However, should significant archaeology be present it will almost certainly have been truncated and in places destroyed, by the post 1940s industrial development of the site.
- 3.106 It is therefore recommended that a programme of archaeological evaluation in the form of trial trenching be carried out. Ideally this would be undertaken in the advance of planning permission being sought (in line with PPS 5), however the presence of existing buildings and active car parks would seriously restrict the extent and scope of any programme of pre-determination evaluation. Therefore it is recommended that archaeological trial trenches be excavated within the application site once clearance of the existing structures has taken place.



## 4.0 Summary

- 4.1 The Hicks Road site is the only large scale brownfield site within Markyate and benefits from being located close to the heart of the village. The existing buildings on-site are largely inefficient, with many in a poor state of repair. The redevelopment of the site provides an exciting opportunity to replace the existing industrial estate with a sustainable form of development which will be capable of delivering significant benefits for the entire village.
- 4.2 The site is allocated as a Strategic Site for development in the emerging Dacorum Core Strategy . Both housing growth options within the draft Core Strategy also identify the opportunity to accommodate additional housing growth within Markyate – targeting the provision of 190 new homes within the village over the plan period. The draft Core Strategy also identifies the Hicks Road Industrial Estate (which includes the application site) as the preferred location to accommodate the majority of this new housing growth.
- 4.3 This will include:
- The provision of new homes to meet local housing needs within the village and wider Borough;
  - The provision of modern business accommodation – including new office space, light industrial space (Class B1) and storage units (Class B8);
  - The creation of a new public square (centred on Hicks Road) to provide a new focal point for the development and the wider village;
  - The creation of a vibrant and integrated mixed-use quarter (centred around the public square) – integrating new residential, retail, commercial and community floorspace;
  - The inclusion of affordable housing as part of the new residential component;
  - The provision of small scale retail uses (Classes A1/A2/A3 and A4) to add life and vibrancy to the new public spaces and to complement the role and function of the existing High Street;
  - The potential to replace the existing utilitarian buildings from the site and remediate existing on-site contamination (resulting from the site's longstanding industrial use);
  - The opportunity to improve accessibility in the area and better integrate the future land uses with accessible and local public transport facilities.
  - The opportunity to achieve a more sustainable pattern of development.
- 4.4 In summary, the principal amendments to the revised scheme include:
- The reduction in the total number of units across the site from 96 to 75 residential units comprising 58 houses and 17 flats – thereby ensuring the proposal is compliant with the objectives of Site Proposal SS2 the Draft Dacorum Core Strategy;

## Planning Statement

- The overall reduction in commercial/retail floorspace (Class A1,A2,A3,A4,B1) across the site from 668 sqm (withdrawn application) to 238 sqm;
  - Deletion of four commercial/retail units (Class A1,A2,A3,A4 and B1) from the previous scheme including the deletion of the 'service road' to the southern side of Hicks Road, this section has been replaced with seven houses, providing greater containment to the 'home zone' area;
  - Provision of a replacement MOT (Class B2) unit sited on the corner of Hicks Road and the A5 with office space above;
  - Retention of the Council carpark (33 spaces) in the western section of the site, to cater for the parking needs of the village, providing convenient access to both the services situated in the square and on the High Street;
  - Further de-culverting of the River Ver to the northern portion of the site incorporating an eight metre buffer to both sides ( eight metre buffer to one side in the southern portion of the site), in accordance with the Environment Agency's consultation comments;
  - Creation of a service vehicle turning area in Sharose Court, adjacent to the 'Home Zone', which will allow larger vehicles to enter and exit Sharose Court in a forward direction;
  - Removal of the Industrial unit at the end of Sharose Court, which creates a buffer between the existing houses situated in Long Meadow and the industrial/warehouse units in Sharose Court.;
  - Creation of a landscaped buffer zone (5 metre width) along the southern boundary of the 'Home Zone' adjacent to Marvin's Magic warehouse;
  - Reduction in the width of the main street to the 'Home Zone' which provides increased garden sizes/depths to each of the houses;
  - Garden sizes in the 'Home Zone' have been increased to an average depth of 11 metres, therefore providing greater areas of private green amenity space across the site.
  - A general reduction in the height of the buildings across the site, particularly around the square (buildings now predominately comprise 2-2.5 storeys);
- 4.5 The revised development will create a total of 75 new homes within the heart of the village and include a mix of family houses (three and four bed units) and apartments (one and two bed units). The majority of the new family housing will be located within the home zone area located to the south of Hicks Road, whilst the apartments will be provided centrally around the new public square and above the ground floor commercial units.
- 4.6 A key objective of the emerging Core Strategy is to create a more vibrant and sustainable community in Markyate – delivering a high quality of life for local residents and businesses and improving the range of services and facilities within the village, whilst protecting the historic core and setting.
- 4.7 The redevelopment of the Hicks Road site will facilitate this objective through the creation of a new social and commercial focus for the village, complementary local business opportunities and the delivery of more affordable homes, improved health care facilities and other services to complement the high street.

## Planning Statement

- 4.8 The overarching objective for the redevelopment is to create a sustainable community, which will be an interesting place for people to live, work and visit. Furthermore, the intention of the development is to achieve a number of wider benefits for the local Markyate community offering a genuinely inclusive development opportunity.

Appendices

Appendix A

# Letter from Dacorum Borough Council regarding PPS 25 Sequential Assessment

Date: 7<sup>th</sup> July 2011  
Your Ref.  
Our Ref: 7.17/FW  
Contact: Mr F Whittaker  
E-mail: [francis.whittaker@dacorum.gov.uk](mailto:francis.whittaker@dacorum.gov.uk)  
Directline: 01442 228383  
Fax:

Kate Fleming  
Rolfe Judd  
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Civic Centre, Marlowes  
Hemel Hempstead, Herts  
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(01442) 228000 Switchboard  
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DX 8804 Hemel Hempstead

Dear Kate

### **HICKS ROAD REDEVELOPMENT, MARKYATE – SEQUENTIAL TEST**

I apologise for the delay in responding to your recent enquiry about the sequential test.

I can confirm that the proposal has satisfied the sequential test based on criteria agreed between the Council and yourselves acting as agents to the landowner.

National guidance is unclear as to how exactly the test should be applied, so the Council and Rolfe Judd agreed a pragmatic but systematic approach to assessing the suitability and availability of alternative lower flood risk sites.

Such an approach took into account the type and scale of development sought, and the fact that the proposal was to meet locally generated housing, employment, community and regeneration needs of the village. We liaised closely at all stages, including the assessment of the availability of sites, and I supplied you with a comprehensive list of sites from a range of potential sources (e.g. permissions, SHLAA and Site Allocations DPD) in and around Markyate.

The methodology and results are set out in your letter dated 17<sup>th</sup> February 2011 and included as Appendix C to the Flood Risk Assessment to the recently withdrawn planning application (4/0206/11).

Yours sincerely,

**Strategic Planning and Regeneration**



INVESTOR IN PEOPLE

Appendices

Appendix B

# EIA Screening Opinion

Our Ref: 110728-SCR-ND

Your Ref:

Date: 29<sup>th</sup> July, 2011

**Entran Ltd**  
Eden Lodge Studios  
Eden Office Park  
Chapel Pill Lane, Ham Green  
Bristol BS20 0BX

Telephone: 01275 375007  
Facsimile: 01275 376333  
Email: nickdavey@entranltd.co.uk

Mr Philip Stanley  
Dacorum Borough Council  
Hemel Hempstead Civic Centre  
Marlowes  
Hemel Hempstead  
Hertfordshire  
HP1 1HH

Dear Mr Stanley

**REQUEST FOR ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCREENING OPINION FOR THE REDEVELOPMENT OF MARKYATE INDUSTRIAL ESTATE, HICKS ROAD, MARKYATE – REVISED MASTERPLAN**

Entran Ltd is currently acting on behalf of Zog Brownfield Ventures Ltd (ZBV) with respect to environmental consultancy services associated with the proposed redevelopment of Markyate Industrial Estate, Hicks Road, Markyate.

Following receipt of your Screening Opinion dated 22<sup>nd</sup> December stating that the development does not constitute EIA development, the proposed Masterplan has been revised. I attach the latest Masterplan for your information.

We therefore write formally under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 to request the Council's updated Screening Opinion of whether an Environmental Impact Assessment (EIA) will be required for the proposed development at this site.

**Proposed Development**

Please find details below of the revised development schedule:

*Comprehensive redevelopment of the site to provide new buildings of between 1 and 3.5 storeys, comprising 75 residential dwellings; new Class B1, B2 and B8 accommodation (including the retention of two light industrial buildings within Sharose Court); a new surgery/health centre; the provision of 3 commercial units (for class A1/A2/A3/A4 and B1 use), the creation of a new public square, new hard and soft landscaping, the formation of new access roads and the provision of 197 car parking spaces.*

The proposed redevelopment of the site will offer the opportunity for environmental improvements including remediation of existing contamination resulting from industrial uses, increasing biodiversity, and mitigation of existing flooding potential.

## Need for EIA

The previous Screening Opinion from Dacorum Borough Council (DBC) identified that an EIA was not required for the site. Based on the minor changes since this Screening Opinion was issued, we therefore consider the conclusions of the Local Authority to remain the same and would therefore appreciate confirmation of this by return.

In its previous Screening Opinion, DBC concluded the following:

*“Overall it is considered that any impact is likely to be small, short-term (in terms of the construction period) and localised. It is agreed that stand-alone reports to cover issues such as flood risk, ground contamination, ecology, noise, air quality, transport, etc. would be more appropriate.*

*On that basis it is considered that an EIA would not be required for the development as outlined in the Markyate masterplan.”*

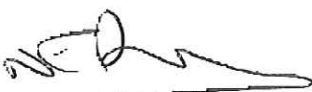
As previously identified, the Application will be supported by the following reports:

- Flood Risk;
- Ground contamination;
- Ecology;
- Archaeology;
- Noise;
- Air quality;
- Landscape & visual impact assessment;
- Transport Assessment;
- Sustainability Statement;
- Utilities Appraisal; and
- Energy Feasibility Study.

Taking the above into consideration, we consider that DBC's previous conclusions that an EIA is not required will remain the same.

We look forward to receiving your Screening Opinion within the three week period set out in the Regulations. If you require any further information please do not hesitate to contact me, otherwise I look forward to hearing from you in due course.

Yours sincerely



**Dr Nick Davey**  
Director  
M. 07816 961961

Encl: Masterplan Rev 3616/P19



# MARKYATE INDUSTRIAL ESTATE

## APPLICATION II



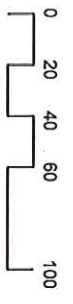
- KEY PLAN**
- APPLICATION BOUNDARY
  - - - EXISTING FOOTPRINT OUTLINE
  - - - SURFACE CHANGE
  - EXISTING TREES
  - PROPOSED TREES
  - EXISTING REMOVED
  - NEW SIGNAL JUNCTION
  - EXISTING BUILDINGS
  - PROPOSED BUILDINGS
  - 32 COUNCIL REPLACEMENT PARKING
  - OPENED UP RIVER WRE CULVERT

36-37 Featherstone Street, London EC1Y 8QZ

PROPOSED SITE PLAN

**G M L Architects**

Tel: 020 7490 4294 Fax: 020 7490 4084 info@gmlarchitects.co.uk  
 120000@A3  
 1-10000@A1  
 3616/P19



Date: 7<sup>th</sup> July 2011  
Your Ref.  
Our Ref: 7.17/FW  
Contact: Mr F Whittaker  
E-mail: [francis.whittaker@dacorum.gov.uk](mailto:francis.whittaker@dacorum.gov.uk)  
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Dear Kate

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I can confirm that the proposal has satisfied the sequential test based on criteria agreed between the Council and yourselves acting as agents to the landowner.

National guidance is unclear as to how exactly the test should be applied, so the Council and Rolfe Judd agreed a pragmatic but systematic approach to assessing the suitability and availability of alternative lower flood risk sites.

Such an approach took into account the type and scale of development sought, and the fact that the proposal was to meet locally generated housing, employment, community and regeneration needs of the village. We liaised closely at all stages, including the assessment of the availability of sites, and I supplied you with a comprehensive list of sites from a range of potential sources (e.g. permissions, SHLAA and Site Allocations DPD) in and around Markyate.

The methodology and results are set out in your letter dated 17<sup>th</sup> February 2011 and included as Appendix C to the Flood Risk Assessment to the recently withdrawn planning application (4/0206/11).

Yours sincerely,

**Strategic Planning and Regeneration**



INVESTOR IN PEOPLE

Our Ref: 101129-SCR-ND

our Ref:

Date: 30<sup>th</sup> November, 2010

**Entran Ltd**  
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Mr Philip Stanley  
Dacorum Borough Council  
Hemel Hempstead Civic Centre  
Marlowes  
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Dear Mr Stanley

## REQUEST FOR ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCREENING OPINION FOR THE REDEVELOPMENT OF MARKYATE INDUSTRIAL ESTATE, HICKS ROAD, MARKYATE

Entran Ltd is currently acting on behalf of Zog Brownfield Ventures Ltd (ZBV) with respect to environmental consultancy services associated with the proposed redevelopment of Markyate Industrial Estate, Hicks Road, Markyate. The extent of the site is identified in the attached Masterplan document.

We write formally under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 to request the Council's Screening Opinion of whether an Environmental Impact Assessment (EIA) will be required for the proposed development at this site.

### Site Context and Background

The Hicks Road Industrial Estate (c.1.81 hectares) is located both to the north and south of Hicks Road, adjacent to the A5. The estate currently includes a mix of industrial units, warehouses, workshops, a depot and office space (providing c.11,500sq.m). Sharose Court, Richmond House and those buildings to the south of Hicks Road, currently fall within the ownership of Zog Brownfield Ventures Ltd, with the units positioned within the south eastern end of the site and north-west of the site falling in separate ownerships. Whilst some buildings on-site are relatively new (including Sharose Court) others are poor quality, inefficient and lacking in modern services and amenities.

As a result ZBV has been finding it increasingly difficult to let floor space within these buildings, despite continual marketing and proximity to A5 and village centre. Although the estate occupies a prominent position within the village a number of the buildings on site are utilitarian / functional in appearance and hence visually detract from the wider village. Furthermore the arrangement of the buildings and the general aesthetics of the estate has created a somewhat unattractive street scene.

The majority of the site is currently hard landscaped with very few trees around the boundaries, mainly along the North-Eastern boundary with the A5 road.

The River Ver passes through the site in culvert, collecting surface water drainage from a number of Thames Water sewers. However, the culvert currently creates a number of potential problems including shallow flooding within the estate.

This proposed redevelopment of the site represents a key opportunity to deliver long-term regeneration for this important site, which in turn will generate significant benefits for the wider area.

## Development Proposals for the Site

The future redevelopment of the site as identified below, provides the opportunity to deliver significant benefits for the entire village which will include:

- new homes (approximately 105) – including family housing and apartments to meet local housing needs;
- new affordable housing – including intermediate and rented accommodation;
- modern business accommodation – including new office space, alongside light industrial (Class B1) and storage units (Class B8) designed to reflect current market demands;
- the creation of a new public square centrally within the development – to create a new focal point for the village (with new active uses);
- small-scale retail uses (Classes A1/A2/A3 and A4) to add life and vibrancy to the new public spaces and to complement the role and function of the existing High Street;
- a new surgery/PCT unit – relocated from its current premises;
- the re-provision of the existing public car park (adjacent to the surgery) within the new development to cater for the parking needs of the village; and
- a residential care-home.

A more detailed development description and background to the site is provided in the enclosed Masterplan document.

Overall, the redevelopment of the Hicks Road site provides an exciting opportunity to create a new social and commercial focus for the village, consolidate existing employment opportunities, deliver new housing, improved healthcare facilities and other services to complement the High Street.

The proposed redevelopment of the site will also offer the opportunity for environmental improvements including remediation of existing contamination resulting from industrial uses, increasing biodiversity, and mitigation of existing flooding potential.

## Need for EIA

We anticipate that an EIA will not be required for the proposed redevelopment of the site, giving the following reasons:

- *guidance in paragraph A19 of circular 2/99 it states that an A is more likely if the site area exceeds 5ha or the development would have significant urbanising effects in a previously non urbanised area (e.g. where more than 1, dwellings are proposed).*

As the site area is c.1.81 hectares and only approximately 105 dwellings are proposed, it is considered that stand-alone reports addressing the key issues would be more appropriate. The project team are currently preparing reports for submission with the planning application covering the following topics:

- Flood Risk;
- Ground contamination;
- Ecology;

- Archaeology;
- Noise;
- Air quality;
- Landscape & visual impact assessment;
- Transport Assessment;
- Sustainability Statement; and
- Energy Feasibility Study.

Taking the above into consideration, we therefore anticipate that the proposed development will not require an EIA, but would welcome confirmation of this as soon as possible.

We look forward to receiving your Screening Opinion within the three week period set out in the Regulations. If you require any further information please do not hesitate to contact me, otherwise I look forward to hearing from you in due course.

Yours sincerely

**Dr Nick Davey**  
**Director**  
M. 07816 961961

Enc. Hicks Road Masterplan Document

