

WELWYN HATFIELD BOROUGH COUNCIL  
DEVELOPMENT MANAGEMENT COMMITTEE – 27 APRIL 2017  
REPORT OF THE EXECUTIVE DIRECTOR (PUBLIC PROTECTION, PLANNING AND  
GOVERNANCE)

6/2016/1857/VAR

LAND BEHIND AND ADJACENT TO 17 - 17A STATION ROAD, CUFFLEY, POTTERS  
BAR, EN6 4HX

VARIATION OF CONDITION 1 (PLANS) ON PLANNING PERMISSION  
6/2015/2333/FULL (FOR ERECTION OF 5 NEW DWELLINGS AND SHOP (USE  
CLASS A5) WITH NEW ACCESS FOLLOWING DEMOLITION OF SHED AND TWO  
GARAGES) DATED 4.2.2016

APPLICANT: Mr T Bambridge

AGENT: Hancock Architecture Ltd

(Northaw and Cuffley)

## **1 Background**

- 1.1 Members will recall that a scheme for this site (erection of five dwellings and a shop (Use Class A5) with a new access following demolition of shed and two garages) was granted permission by this Committee on 4<sup>th</sup> February 2016.
- 1.2 The current scheme is a variation on the previous scheme to take into account the proposed method of construction, which required revisions to the internal layout and vehicle site entrance. It also involves the use of materials that are structurally stronger and replacing the previously approved cladding with bricks to match the adjoining building.
- 1.3 The overall proposals remains the same as that granted at Committee and there have been no changes in terms of local and national policy since February 2016.
- 1.4 With regard to all of the above, the only matters for consideration are the revised design.

## **2 Site Description**

- 2.1 The site comprises a store and two garages adjacent to No 17 Station Road. It includes a vehicle entrance to a parking court behind the ground floor shops and upper floor flats at No's 17 to 55 Station Road. The building adjacent to the application site is a three-storey buff brick building with grey hanging tiles and faces onto Maynard Place public car park. The shop at ground floor is occupied and the two floors above are residential flats.
- 2.2 The north flank elevation abuts the rear boundary of the garden of No 8 Tolmers Gardens. A line of mature conifers, approximately 8m high, runs along this boundary inside the neighbouring garden. The trees have been pruned back to the boundary from the application site side.

### **3 The Proposal**

3.1 The current application is for variation of Condition 1 (Plan Numbers) of planning permission 6/2015/2333/FULL for the erection of 5 new dwellings and shop (Use Class A5) with new access following demolition of shed and two garages dated 4.2.2016. The variations to plans and drawings are as follows:

- Change in wall materials from horizontally-lapped orange/brown cladding to buff bricks matching the adjacent building. Details include two blue brick courses (between floors) and blue/grey soldier bricks above window and door openings
- Thicker walls to provide a sounder structure - includes steel frame and precast stair core.
- Repositioning of windows. At first floor in the north flank elevation facing the rear garden of No 8 Tolmers Gardens – two fewer windows. (The remaining five windows to be obscured glazed and fixed, as previously approved). At second floor level - one fire escape window, 0.5m wide, is repositioned from the east (rear) elevation to the south. NB Ground floor flank window to have obscured glass and security bars on boundary with rear of No 8 Tolmers Gardens as previously approved.
- Vehicle access reduced in width to 4.2m (above kerb level), carriageway to 3.8m width. The height would remain at 4m as previously approved.
- The rear addition at second floor would be 3.7m deep rather than 2.7m.
- Shallower slope of roof over the front part of the building where it extends the terrace of shops and flats facing the public car park.
- One additional roof-light in the second floor roof.

### **4 Reason for Committee Consideration**

4.1 This application is presented to the Development Management Committee because Northaw and Cuffley Parish Council have objected to the proposal.

### **5 Relevant Planning History**

5.1 6/2015/2333/FULL - Erection of 5 new dwellings and shop (Use Class A5) with new access following demolition of shed and two garages. Granted 5.2.2016.

5.2 6/2015/0445/FP - Erection of 5 new dwellings and shop (Use Class A5) with new access following demolition of shed and two garages. Granted at Development Management Committee 8.10.2015, subject to a S106 securing units as affordable for residents of the Borough and a Grampian condition for a revised parking plan demonstrating compliance with the Development Plan in this regard. Withdrawn.

5.3 S6/1988/0952/FP – Erection of office unit (Class A2) and garage, with four flats above and associated car parking. Granted.

### **6 Relevant Planning Policy**

6.1 National Planning Policy Framework

- 6.2 Welwyn Hatfield District Plan 2005
- 6.3 Supplementary Design Guidance, February 2005
- 6.4 Supplementary Planning Guidance, Parking Standards, January 2004
- 6.5 Interim Policy for Car Parking Standards and Garage Sizes, August 2014

## **7 Site Designation**

- 7.1 The site lies within Cuffley as designated in the Welwyn Hatfield District Plan 2005.

## **8 Representations Received**

- 8.1 The application was advertised by means of neighbour notification letters with a consultation period of 21 days. Two letters of objection has been received from addresses in Station Road and Tolmers Gardens reiterating their previous objections. The comments can be summarised as follows:

- Overpowering height and proximity to rear of property in Tolmers Gardens
- Overlooking from dominant structure
- Loss of light and sun light to garden space and trees
- Damage to mature trees
- High level and ground floor windows would overlook garden
- Noise and disturbance from Take-Away vents, extractors and air-conditioning
- Overdevelopment
- Where would residents of the 22 existing flats park?

- 8.2 **Councillor Michaelides** – (Ward Councillor) - objection to the proposal on the grounds that it is too large for the area, would overlook homes and gardens. It is also an inappropriate location for a shop and will increase traffic in an already congested area. There would be inadequate parking for new residential units and for the public in the area.

## **9 Consultations Received**

- 9.1 The following relevant responses were received:

- 9.2 **Hertfordshire County Council Transport Programmes and Strategy (HCCTPS)** - no objection to the proposal as the access would be sufficient width to allow entry by emergency vehicles in accordance with Manual for Roads. Their comments on the Construction Management Plan (attached as Condition 4 on application 6/2015/2333/FULL) had not been received at the time of writing this report but will be reported when received.

## **10 Town / Parish Council Representations**

- 10.1 The Northaw and Cuffley Parish Council has objected to the proposal on the following grounds:

*“The revised proposals do not seem to be significantly different to S6/2015/0445/FP. We object on the same grounds as the previous application, namely, Mass of building, Inappropriate location for A5 unit, Insufficient public parking, Insufficient parking onsite for new residential units.”*

## **11 Analysis**

- 11.1 The only planning issues to be considered for the proposed variation are:

- 1. The quality of the design and impact on the character and appearance of the area (D1, D2, D8, Supplementary Design Guidance & NPPF)**
- 2. The potential impact on the residential amenity of adjoining neighbours.**
- 3. Highway Access and Parking**

- 1. The quality of design and impact on the character and appearance of the area**

- 11.2 Local Plan Policies D1 (Quality of Design), D2 (Character and Context) and GBSP2 aim to ensure a high quality of design and to ensure that development respects and relates to the character and context of the locality, maintaining and where possible enhancing the character of the existing area. These policies are expanded upon in the Council’s Supplementary Design guidance (SDG), which requires the impact of a development to be assessed having regard to the bulk, scale and design of the proposal and how it harmonises with the existing buildings and surrounding area. In addition, the NPPF emphasises the importance of good design in context and, in particular, paragraph 64 states that permission should be refused for development of poor design that fails to improve the character and quality of an area and the way it functions.

- 11.3 The Variation does not propose any change to the height and bulk on the street frontage of the site. The building frontage and height would align with the adjacent row of shops with flats above building on Maynard Place. However, the bulk of the roof would be reduced when viewed from the front by a lower angle of pitch of the roof over the new building. The depth of the rear addition at second floor would be increased for 2.7m to 3.7m so that it would project 1m further forward than previously approved, at a height of approximately 10m. However, this would be a modest adjustment in relation to the overall development scheme and would not be significant when viewed from publically accessible viewpoints around the site. The proposal would not appear more cramped on its site nor result in a significant erosion of the character of the immediate area over and above the approved scheme. It is considered acceptable in terms of the impact on the appearance and character of the surrounding street-scene.

- 11.4 In respect of the proposed design and materials, the development would be constructed of a steel frame clad in buff brickwork (to match the existing adjoining block) and render. The previously-approved horizontal timber cladding would not be used. The variation proposes to use brick at upper levels to provide

more structural strength to the building. This brick would also match the adjoining building but with a blue/grey brick course and soldier bricks above the openings to give definition to the rear (east) and north (flank) elevations and avoid large areas of blank wall on the north boundary. The render panel above the vehicle and pedestrian access to the rear of the site, would reflect the material used on the front elevation of the adjoining flats (17-23 Station Road).

- 11.5 The proposed roof tiles should also match the adjoining building as far as possible – Marley Eternit cementaceous tiles in a reddish brown. The window frames in the existing building at 17-23 Station Road facing are white and the rainwater goods are black. These colours would be replicated to blend in with the surrounding character in the street-scene.
- 11.6 It is considered that the proposed materials would be sympathetic to the character of the area and would not disrupt the harmony of the surrounding built form. It is considered reasonable to require details of materials to be submitted to ensure that the development respects and relates to its wider setting. A condition to this effect is recommended.
- 11.7 In conclusion, it is considered that the proposed variation of plans (increasing the depth at second floor by 1m and reducing the roof pitch and bulk on the front section of the building) would not introduce significant bulk or mass to the site. The resulting building would not result in overdevelopment of the plot or a visually intrusive feature within the street-scene. As such the proposal complies with saved policies D1, D2 and D8 of the adopted Welwyn Hatfield District Plan 2005, the adopted Supplementary Design Guide and Section 7 of the NPPF.

## **2. The impact on adjoining neighbours**

- 11.8 Policies D1 and R19 of the Welwyn Hatfield District Plan 2005 and the Supplementary Design Guidance aim to preserve neighbouring amenity. Guidance in paragraph 17 of the NPPF (2012) is always to secure high quality design and a good standard of amenity for all existing and future occupiers of land and buildings. The properties most likely to be affected are No 8 Tolmers Gardens and the adjacent flats in Station Road.
- 11.9 The previously approved scheme extended up the boundary with the rear garden of 8 Tolmers Gardens at a height of 12.8m. This boundary is marked by a line of mature and tall (8m high) conifer trees. These have been pruned back to the boundary and provide some screening of the proposed building. In addition the house at 8 Tolmers Gardens is approximately 30m away. The increase of 1m depth at the second floor would be modest compared to the depth of 19m of the approved structure. In addition, the bulk of the western part of the roof would be reduced by the shallower pitch of the roof slope. As a result, it is considered that the proposal would not result in significant harm to the amenity of occupiers of the dwellings in Tolmers Gardens in terms of overbearing impact and loss of light.
- 11.10 The plans show a reduction in the number of windows in the northern flank wall at first floor from seven to five. As such the proposed variation presents an improvement in terms of potential perception of overlooking from the previously-approved scheme. However, all the windows in this elevation were conditioned to be obscured glazed and fixed below 1.8m above the internal floor level. A condition securing this is recommended on the variation proposals.

- 11.11 The proposed alteration would be over 20m from the flats on the western part of the site and which face onto Station Road. The alterations to the roof scape would not result in significant harm to the amenity of the occupiers of these units in terms of overbearing impact, loss of light. The windows in the rear elevation of the proposed building would not give direct views over the rear of flats in Station Road and would not result in loss of privacy to those properties.
- 11.12 The proposed building would be aligned with the rear of the existing flats on Maynard Place (known as 17 -23 Station Road) for a width of 4m. The rear addition would project 3.7m at a height of 10.3m and a further 5.6m at a height of 9m. These heights and depths are such that there would not be a significant overbearing impact or loss of light to the windows in the rear elevations of the adjacent first and second floor flats. There would be no habitable room windows in the southern elevation of the proposal at first and second floor levels. The proposed fire egress windows would be openable in emergencies. These would be set at right angles to the rear elevations and recessed balconies of the adjacent flats. Obscured glazing in these windows should ensure privacy to the rear of 17-23 Station Road, preserving the privacy of dwellings to the south.
- 11.13 With regard to noise and disturbance from an A5 Use, the same considerations apply as previously. The proposal is considered to be acceptable subject to the imposition of conditions controlling the noise, odour and hours of use, and hours of deliveries.
- 11.14 Proposals were received for external lighting for the entrance to the flats and the vehicle/pedestrian access. The proposed down lighters are an acceptable style subject to their positions being indicated on a plan, they would be unlikely to cause light pollution to neighbouring occupiers. It is recommended that a plan showing the proposed positions of the down-lighter be submitted for approval prior to occupation of the units.
- 11.15 There are also proposed spot lights for the shop front. Further information is required regarding positioning, lux levels and light fall-off to properly assess the impact on neighbouring occupiers, particularly the flats above the shops, and this can be secured by a condition on planning permission.
- 11.16 Having regard to the above and subject to conditions, it is considered that the proposed variation would not detrimentally impact upon neighbouring amenity in terms of overbearing impact, loss of light and privacy or noise and disturbance. The proposal, therefore, complies with Policies D1 and R19 and the Supplementary Design Guidance and relevant paragraphs of the NPPF.

### **3. Highway Access and Parking**

- 11.17 Hertfordshire County Council Transport Programmes and Strategy (HCCTPS) has been consulted and consider that the height of the under-croft (4m) is sufficient to allow a large refuse and emergency service vehicles to enter and exit the site. The shared surface of the under-croft is also considered acceptable.
- 11.18 The variation proposes make the under-croft access slightly narrower; 3.8m instead of 4.1m. HCCTPS comments that the width is sufficient to provide adequate width for emergency and refuse vehicles and visibility splays onto Maynard Place. They recommend a condition requiring retention of a minimum width of 3.8m for its length to enable emergency vehicles and refuse lorries to

manoeuvre into and out of site. The revised design is considered acceptable subject to the condition over width.

- 11.19 The Highway Authority also recommends a condition requiring construction of the vehicle access prior to commencement of the development. This is to enable users of the parking court to access the garages and parking areas.
- 11.20 As regards a Construction Management Plan (CMP), details have been submitted in an email received on 8<sup>th</sup> March 2017. Given the position of the site at the entrance to the parking court, the CMP is a significant consideration. The Highway Authority has not objected to the submitted details and it is recommended that a condition be imposed requiring compliance with the Construction Management Plan on any permission to ensure the construction is carried out in accordance with the approved details.
- 11.21 With regard to parking, the scheme was previously approved with the same parking provisions (14 spaces for five flats and the A5 Unit – the standards require 11.25 spaces) as currently submitted. This parking is in a usable arrangement and would not interfere with ability of refuse vehicles and other large vehicles to manoeuvre within the site even if the bays are occupied. There would also be wall mounted cycle storage for six bicycles in accordance with the adopted guidance. Given the sustainable location of the proposal, existence of parking restrictions it is not considered that the proposal would result in significantly increased pressure for on-street parking within the immediate area and a refusal on these grounds alone would not be reasonable. The previous permission included a condition requiring implementation of the parking scheme (Drawing Number 0/A000/LP/011A) for the land to the rear of the application site prior to development commencing. This is to ensure that the applicant provides the required parking layout and in the absence of the legal right to do so, the development could not commence lawfully. It is recommended that this condition be applied to the current proposal.

### **Conditions**

- 11.22 The National Planning Policy Guidance governs the use of conditions in planning and the power to impose conditions when granting planning permission is very wide. If used properly, conditions can enhance the quality of development and enable many development proposals to proceed where it would otherwise have been necessary to refuse planning permission. The objectives of planning, however, are best served when that power is exercised in such a way that conditions are clearly seen to be fair, reasonable and practicable. Conditions should only be imposed where they are both necessary and reasonable, as well as enforceable, precise and relevant both to planning and to the development to be permitted. In considering whether a particular condition is necessary, both officers and members should ask themselves whether planning permission would have to be refused if that condition were not to be imposed. If it would not, then the condition needs special and precise justification.
- 11.23 In this case the following conditions are considered necessary and reasonable:
- Construction in accordance with plans, submitted materials details and construction management plan;
  - control of hours of operation and delivery and a noise assessment for the A5 unit;

- provision of the new access prior to development, width of the access and the layout and provision of car parking spaces in the garage court;
- obscure glazing; and
- submission of details of lighting prior to occupation.

## **12 Conclusion**

- 12.1 The current scheme is a variation on the previous scheme to take into account the proposed method of construction, which required revisions to the internal layout and vehicle site entrance. It involves the use of more structurally strong materials and replacing of previously approved cladding with bricks. In addition the vehicle access is reduced in width to 4.2m (above kerb level), carriageway to 3.8m width. The access headroom height would remain at 4m as previously approved.
- 12.2 The application has been assessed with regard to the impact of the revised design on the host building, the surrounding street-scene and neighbour's amenity and living standards and highway implications. The Variation is considered acceptable subject to the conditions identified in paragraph 11.24 of this report in accordance with the NPPF, the Policies of the Welwyn Hatfield District Plan 2005 and the Supplementary Design Guidance 2005.

## **13 Recommendation**

- 13.1 It is recommended that planning permission be granted subject to the following conditions:

1. The development/works shall not be started and completed other than in the following materials:

Brickwork – walls Chiltern 5 tones buff colour, soldier courses on north elevation rustic blue;

Roof tile – Lightweight cementaceous tile - Marley eternit turf brown or flame brown;

Mortar, detailing, guttering, soffits, window frames and other external decorations shall match the adjacent building in Maynard Place in relation to colour and texture;

Shopfront at ground floor: Powder Coated Aluminium – grey.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with the National Planning Policy Framework and Policies D1 and D2 of the Welwyn Hatfield District Plan 2005.

2. Prior to the first occupation of the development hereby permitted the hard landscaping plan on approved plan 0/A000/LP/011RevA shall be implemented. The on-site car parking areas shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and shall be retained thereafter.

REASON: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and



environmental impacts of the development hereby permitted and in the interests of highway safety in accordance with Policies D1 and D8 of the Welwyn Hatfield District Plan 2005.

3. The development shall not be constructed other than in accordance with the Construction Management Plan set out in the document entitled "Email from Agent received 8.3.2017".

REASON: In the interests of highway safety in accordance with Policy D1 of the Welwyn Hatfield District Plan 2005.

4. The use of the approved A5 premises must operate only between the hours of 11:00 to 23.00 Sunday to Thursday, and from 11:00 to 24.00 on Fridays and Saturdays and no customer is permitted to be on the premises outside of these times.

REASON: To protect the residential amenity of adjoining occupiers in accordance with Policy D1 of the Welwyn Hatfield District Plan 2005.

5. No deliveries to the approved A5 premises shall take place outside the hours of 07.00 and 21.00 on Monday to Saturday and 10.00 to 14.00 on Sundays.

REASON: In the interests of neighbouring amenity, in accordance with Policies D1 and R19 of the Welwyn Hatfield District Plan 2005 and paragraph 17 of the National Planning Policy Framework.

6. Prior to first occupation of the A5 Unit a noise report shall be submitted to and approved in writing by the Local Planning Authority. The report shall include details of a survey of the existing environmental noise in the area and an assessment of the noise generated by any proposed kitchen air handling system (including a BS4142 (2014) assessment of commercial noise). An appropriate mitigation scheme shall be submitted with this noise report for the approval of the Local Planning Authority. This must incorporate an appropriate scheme demonstrating that the kitchen air handling system, including noise and odour details, is in accordance with the DEFRA "guidance on the control of odour and noise from commercial kitchen exhaust systems" and BS4142 (2014). Subsequently, the kitchen air handling system shall be implemented in accordance with the approved details and shall be retained thereafter.

REASON: In the interests of neighbouring amenity in accordance with Policies D1 and R19 of the Welwyn Hatfield District Plan 2005.

7. No development shall commence until the new access serving the development is completed in accordance with the approved plan drawing number 0/A100/CN001/Rev A1 and is constructed to the specification of the Local Planning Authority.

REASON: To ensure the provision of an access appropriate for the development in the interests of highway safety and convenience in accordance with policy D1 of the Welwyn Hatfield District Plan 2005

8. Notwithstanding the submitted details, the proposed private access shall be maintained in perpetuity at a minimum width of 4.1 metres with a carriageway width of 3.8m for its length and shall be constructed perpendicular to the highway

carriageway for a minimum length of 10 metres as measured from the near edge of the highway carriageway.

REASON: In the interest of highway safety and traffic movement in accordance with policy D1 of the Welwyn Hatfield District Plan 2005.

9. The first and second floor windows on the northern elevation of the proposed building shall be glazed with obscured glass and shall be fixed so as to be incapable of being opened below a height of 1.8 metres above floor level, and shall be retained in that form thereafter.

REASON: To protect the residential amenity of adjoining occupiers in accordance with Policy D1 of the Welwyn Hatfield District Plan 2005.

10. Details of any external lighting proposed in connection with the development hereby approved, shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The development shall not be carried out other than in accordance with the approved details and shall be retained in that condition thereafter.

REASON: In the interests of the visual amenities of the area in accordance with Policy D1 of the Welwyn Hatfield District Plan 2005.

11. The development/works shall not be started and completed other than in accordance with the approved plans and details:

0/A000/LP/001	A	Location Plan	21 October 2016
B			
A/A200/EX/001		Existing Elevations	21 October 2016
0/A000/LP/011	A	Parking Plan	29 October 2016
0/A200/PR/006	A	Front Elevation - Perspective	1 November 2016
0/A100/CN/001	A1	Ground Floor Plans	1 November 2016
0/A100/CN/002	A1	First Floor Plans	1 November 2016
0/A100/CN/003	A1	Second Floor Plans	1 November 2016
0/A200/CN/011	A1	SECTION A-B	1 November 2016
0/A200/CN/012	A1	SECTION C-E-F	1 November 2016
0/A200/CN/013	A1	SECTION G	1 November 2016
0/A200/PR/002	B	East Elevation (Rear)	1 November 2016
0/A200/PR/003	B	South Elevation (Side)	1 November 2016
0/A200/PR/001	B	West Elevation (Front)	1 November 2016
0/A200/PR/004	B	North Elevation (Side)	1 November 2016
0/A000/LP/004		Site Block Plan	2 February 2017

REASON: To ensure that the development is carried out in accordance with the approved plans and details.

## **POSITIVE AND PROACTIVE STATEMENT**

The decision has been made taking into account, where practicable and appropriate the requirements of paragraphs 186-187 of the National Planning Policy Framework and material planning considerations do not justify a decision contrary to the development plan (see Officer's report which can be viewed on the Councils website or inspected at these offices).

### **Informative(s)**

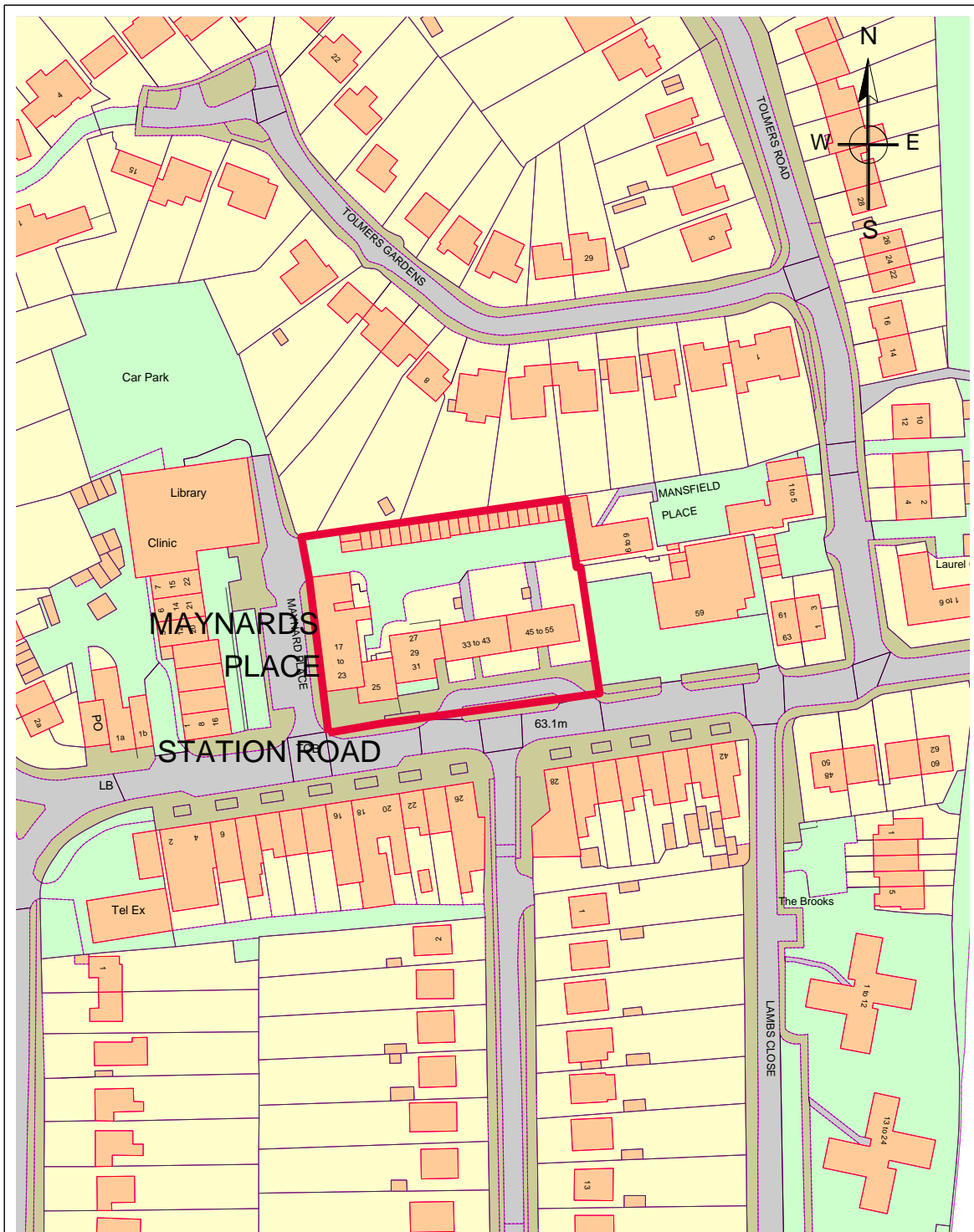
1. The development will involve the numbering of properties and naming new streets. The applicant MUST contact WHBC Transportation (01707 357558) before any name or number is proposed. This is a requirement of the Public Health Act 1875 and Public Health (Amendment) Act 1907.
2. This permission does not convey any consent which may be required under any legislation other than the Town and Country Planning Acts. Any permission required under the Building Regulations or under any other Act, must be obtained from the relevant authority or body e.g. Fire Officer, Health and Safety Executive, Environment Agency (Water interest etc. Neither does this permission negate or override any private covenants which may affect the land.
3. Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website: <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
4. 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 <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
5. It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.
6. The applicant is advised that all areas marked on the plan associated with this development will remain unadopted and the developer should put in place a permanent arrangement for long term maintenance. At the entrance of the new estate the road name plate should indicate that it is a private road to inform purchasers of their future maintenance liabilities. Further information is available via the website: <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.


June Pagdin (Development Management)

Date: 13.4.2017

Expiry date of application:16.12.2016

Background Papers: Case file for application reference 6/2015/2333/FULL.



 <p>Council Offices, The Campus, Welwyn Garden City, Herts. AL8 6AE</p>	<p>Title: Land behind and adjacent to 17 - 17A Station Road, Cuffley</p>		<p>Scale: DNS</p>
	<p>Project: DMC Meeting</p>		<p>Date: 2017</p>
		<p>Drawing Number: 6/2016/1857/VAR</p>	<p>Drawn: Andrew Windscheffel</p>
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