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| <b>4/01735/18/FUL</b>        | <b>THREE DETACHED DWELLINGS WITH ASSOCIATED PARKING AND LANDSCAPING</b>  |
| <b>Site Address</b>          | <b>CONVENT OF ST FRANCIS DE SALES PREPARATORY SCHOOL, AYLESBURY ROAD, TRING, HP23 4DL</b>                            |
| <b>Applicant</b>             | <b>W E Black Ltd, Hawridge Place</b>   |
| <b>Case Officer</b>          | <b>Intan Keen</b>  |
| <b>Referral to Committee</b> | <b>Previous application refused by the Development Management Committee and contrary views of Tring Town Council</b> |

## 1. Recommendation

1.1 That planning permission be **DELEGATED** to the Group Manager, Development Management and Planning with a view to **APPROVAL** subject to the completion of a Deed of Variation to the legal agreement linked to planning permission 4/03167/17/MFA.

## 2. Summary

2.1 This application follows the initial refusal of a 40-dwelling scheme (4/01569/17/MFA) on the grounds of density, open space and loss of trees (particularly a group within the north-western corner of the site). A subsequent application for 31 residential units on the main school grounds, excluding the current application site, was approved (4/03167/18/MFA). Together with the approved application, the redevelopment of the St Francis De Sales Preparatory School site would total 34 dwellings.

2.2 Following further review of the condition of the subject trees, arboricultural advice is that two trees (protected by a Tree Preservation Order) would compromise safety on the site and to remedy this situation their felling has been recommended. The option of pruning the Beech trees has been considered however such species cannot tolerate the heavy pruning required to remedy their condition. Additionally, should the trees survive following a pruning regime they would no longer be worthy of their TPO status. Consequently, replacement tree planting been incorporated into the site layout.

2.3 As such, residential development of this part of the site is acceptable in principle, noting the condition of the trees and the most recent evidence of failing TPO trees. The proposal would be acceptable in terms of layout and detailed design relative to the approved adjoining development on the site and in relation to surrounding neighbouring properties. Car parking provision would be satisfactory. A further affordable housing unit would be secured on the wider site so that the total residential development would meet the required 35% of on-site provision. The proposal has therefore addressed the reasons for refusal of the previous application and would accord with the aims of Policies NP1, CS1, CS4, CS8, CS11, CS12, CS17, CS18, CS19 and CS25 of the Dacorum Core Strategy 2013, the National Planning Policy Framework and saved Policies 99 and 100 of the Dacorum Borough Local Plan 1991-2011.

## 3. Site description

3.1 The application site comprises an area of land within the grounds of the former St Francis De Sales Preparatory School located within its western corner. It is a sloping site, accessed via the established and recently upgraded access off the northern side of Aylesbury Road and within the defined town of Tring. Following the closure of the

school in 2014, planning permission has been granted for residential development on a larger portion of the site and educational buildings have been demolished. The site is located at a height above Aylesbury Road consistent with the topography of the immediate area. The wider school site historically has been well-landscaped and several trees are protected by a Tree Preservation Order including on the application site.

3.2 Surrounding land uses are largely residential, with several single dwellings forming a shared boundary with the site, including those off Longfield Road and High Drive off Aylesbury Road (Gordon Villas); generally comprising two-storey dwellings and set on plots of varying size, shape and garden area. The site lies within a designated residential area under the adopted Dacorum Borough Local Plan 1991-2011.

#### **4. Proposal**

4.1 Planning permission is sought for the development of the site with three detached two-storey dwellings of four bedrooms each within the northern portion of the site. Each dwelling would have an allocated private garden area to the rear and parking provision for at least three cars.

4.2 Replacement tree planting to offset the loss of trees would occur within the allocated rear garden areas (of Plots 2 and 3). An area of informal open space would be provided to the south of the dwellings which would be available for residents of the whole development.

4.3 The provision of one additional affordable housing unit would be sought on the approved application so that the total development of 34 units would provide 12 affordable homes, equating to 35%.

#### **5. Relevant planning history**

5.1 The following planning history is relevant in the consideration of this application:

- 40 dwellings under 4/01569/18/MFA

5.2 This application (for demolition of existing buildings, construction of 40 dwellings, alterations to existing vehicular access on to Aylesbury Road, landscaping and introduction of informal public open space) was refused on 18 October 2017 for the following reason:

*By reason of the proposed dwelling density, the number of units on the site, insufficient open space provision and the impact on and relationship of development with trees, the proposal would represent an overdevelopment of the site when considered in the context of the locality within the TCA2 (Miswell Lane) Residential Character Area, to the detriment of the appearance of the area, contrary to Policies CS11 and CS12 of the Dacorum Core Strategy 2013.*

- 31 dwellings under 4/03167/18/MFA

5.3 This application (demolition of existing buildings, construction of 31 dwellings, alterations to existing vehicular access on to Aylesbury Road, landscaping and introduction of informal public open space (amended scheme) was granted on 9 March

2018. This site excluded the portion of land for consideration under the current application. This scheme is currently under construction and it is understood the access works off Aylesbury Road have been carried out.

- TPO application 4/02899/17/TPO

5.4 This application considered the felling of Beech tree T1 which was located at the north-western head of an avenue of trees at the current application site. This application was approved on 9 July 2018 and subsequent felling of the tree has been carried out.

5.5 The approved plans under this application indicate replacement tree planting within the area of the application site.

- 32 dwellings under 4/00029/16/MFA

5.6 This established the principle of redevelopment of the site and particularly the loss of the school and playing pitches following its consideration by the Development Management Committee and subsequent granting of planning permission on xxxx.

## **6. Policies**

### **6.1 National Policy Guidance**

National Planning Policy Framework (NPPF) 2019  
National Planning Practice Guidance (NPPG)

### **6.2 Dacorum Core Strategy 2013**

NP1, CS1, CS4, CS8, CS11, CS12, CS17, CS18, CS19, CS25, CS29, CS31 and CS32

### **6.3 Saved Policies of the Dacorum Borough Local Plan 1991-2011**

Policies 13, 18, 21, 51, 54, 58, 99, 100

### **6.4 Supplementary Planning Guidance / Documents**

- Environmental Guidelines (May 2004)
- Area Based Policies (May 2004) - Residential Character Area TCA2 Miswell Lane

## **7. Constraints**

- Residential Character Area TCA2 - Miswell Lane
- Tree Preservation Order
- CIL Zone 2

## **8. Representations**

### **Neighbour notification/site notice responses**

8.1 These are reproduced in full at Appendix A.

## Consultation responses

8.2 These are reproduced in full at Appendix B, including comments from the Council's Trees and Woodlands Department.

## **9. Considerations**

### Main issues

9.1 The main issues to consider are:

- Policy and principle
- Impact on protected trees
- Density, layout and impact on street scene
- Impact on neighbouring properties
- Traffic, access and parking
- Affordable housing
- Impact on protected species
- Archaeology
- Contaminated land
- Community Infrastructure Levy

### Policy and principle

9.2 In policy terms, due to the site's designation as a residential area and its location within a town, the development of the site for residential purposes would be acceptable under Policies CS1 and CS4 of the Core Strategy. The loss of the school has been established for some time under various applications including the two recent applications referenced above.

9.3 Due to the condition of the trees to be detailed in the assessment below, the reduced cumulative number of dwellings and the associated density together with open space provision, it is considered that the principle of development of the site would be acceptable.

9.4 It is important to consider the need for housing as stipulated under Policies CS17 of the Core Strategy and paragraph 50 of the Framework and policies to optimise the use of urban land and achieving appropriate densities (saved Policy 10 of the Local Plan and paragraphs 122 and 123 of the Framework).

9.5 In considering the proposed scheme the following assessment sets out the planning benefits and harm relative to the three tiers of sustainability under paragraph 8 of the Framework, the aims of which are supported under Policy NP1 of the Core Strategy:

- Economic – creation of jobs during construction and ongoing site management;
- Social – limited further provision of housing within the site and the increase of one net affordable dwelling on the wider site;
- Environmental – the loss of trees currently posing a safety risk would be appropriately replaced within the site, trees of better condition both within and around the site would be retained and protected, provision of further informal open space for residents.

## Impact on protected trees

9.6 As noted above, the current application includes the loss of four Beech trees which form part of a short avenue formerly consisting of six trees in the western corner of the application site, four of which are subject to individual Tree Preservation Orders (544). The tree group can be appreciated from surrounding properties and parts of the immediately neighbouring roads. Due to their positive contribution to the local area, their loss formed part of the reason for refusal of a previous application. Since this refusal, an application was made to fell the tree that headed the avenue. A summary of the trees forming the avenue and their status is set out below, informed by the findings and details set out in the submitted Arboricultural Health and Safety Report (November 2018) and subsequent comments from the Council's Trees and Woodlands Department.

- T1 - this tree headed the avenue at its north-western end and its felling was consented under 4/02899/17/TPO. The works have been undertaken.
- T2 - an unprotected tree which is of poor quality likely due to its location between larger trees and following the felling of T1.
- T3 - following the felling of T1, this tree is now exposed to winds. Since its pruning 9-10 years ago it is showing signs of decay with cavities and deadwood. This would ultimately lead to major limb failure, and when this happens there would be an increased risk of further failure, requiring the tree to be felled.
- T4 - this tree is heavily reliant on T3 for protection against winds. Whilst in a better condition than T3, this tree is weak due to a constrained shape in its location where it has competed with the other trees and has also been subject to pollarding with decay at its pruning points (reported 14 June 2017). These factors mean that if T3 fails, the same is imminent for T4.
- T5 - an unprotected tree which is not worthy of retention.
- T6 - a TPO tree proposed for retention under the amended plans.

9.7 As such, the current application shall consider the removal of two TPO trees, T3 and T4.

9.8 Pruning the trees as an alternative has also been considered. However advice has been received both from the applicant's arboricultural consultant and the Council's Trees and Woodlands Department that Beech trees can only withstand small amounts of pruning. The works that are required to remedy tree T3 would be substantial to the extent that it may not survive. Should the tree survive pruning, T3 would no longer be considered worthy of its TPO status and would likely have an unnatural form that would appear odd given its context of neighbouring Beech trees on the site, including T6 and two other Beech trees in the vicinity (labelled T7 and T8), and as such would significantly reduce its contribution to the visual amenities of the area.

9.9 As such, the longevity of the trees is in question and they pose a safety risk. Whilst the school is no longer in operation, there is a risk to human health in terms of the construction works currently taking place on-site. It is understood that if a TPO

application for the felling of T3 and T4 were to be considered now, there would be justification to approve such an application based on the available reports.

9.10 A key element of the amended plans is that the retention of tree T6 is proposed, and replacement trees are shown following the loss of T1 (approved), T3 and T4, and a detailed landscaping scheme shall be reserved by condition on any planning permission.

9.11 Given the above factors, it is no longer considered that the reason for refusal of the previous scheme could be sustained under the current application.

9.12 It follows the proposal would not conflict with the aims of Policies CS12 and CS25 of the Core Strategy and saved Policy 99 of the Local Plan.

#### Density, layout and impact on street scene

9.13 The key elements surrounding the previous reason for refusal are set out below.

##### *Density*

9.14 One of the reasons for refusal of the previous application for 40 dwellings was on the grounds of density. In cumulative terms the approved development and the proposal would total 34 dwellings. Numerically, the proposed dwelling density with 34 dwellings would be 22.5 dwellings per hectare, lower than the 23.1 density most recently approved on the wider site and as such would be acceptable noting the suburban character of the locality. Further, it is acknowledged that this density would not exceed the maximum range set out in saved Policy 21 of the Local Plan which stipulates densities will generally be expected to be in the range of 30 to 50 dwellings per hectare net. This should be balanced against the Residential Character Area statements for TCA1 and TCA2 which apply to the application site and require a lower dwelling density at no greater than 25 dwellings per hectare.

##### *Layout*

9.15 Rear gardens of the proposed three dwellings would be adequate. Plot 1 would have a shallower garden of 10.6m depth however this would not appear at odds with the immediately adjacent approved development due to its width (10.5m). The allocated private amenity space would be sufficient and functional and commensurate with private garden areas of nearby properties within the development. Garden depths of Plot 2 and 3 would exceed the 11.5m standard set out under saved Appendix 3 of the Local Plan.

9.16 Private parking areas for the individual dwellings would be conveniently located within or adjacent to their respective curtilages. Some informal parking would also be provided along the drive as appropriate. The development would achieve a satisfactory balance between parking provision (further assessment on parking below) and spacing around buildings and informal areas of open space.

##### *Open space*

9.17 Whilst the proposed development shall be considered on its own merits, it is important to note that the total redevelopment of the site with 34 units as currently proposed, would represent a reduction in housing numbers compared with the refused

40-unit scheme. This would have the effect of placing less demand for open space provision both on the site and within the wider town.

9.18 The approved scheme for 31 dwellings incorporates an area of open space proximate to the site's Aylesbury Road frontage that would be available for all residents (although does not form part of the current development site). This level of open space provision on-site was considered acceptable to meet the needs of the 31 dwellings approved under 4/03167/17/MFA.

9.19 To supplement this provision, the current scheme provides an amenity green located immediately opposite (south) of the three proposed dwellings. Further, an application of such a scale would not require on-site provision on its own under saved Policy 76 of the Local Plan.

9.20 Spacing between and around the dwellings would be satisfactory, noting once more that private amenity areas serving the individual homes would be sufficient compared with standards set out within the Local Plan.

9.21 It follows that the proposal has adequately addressed the reason for refusal in this regard.

#### *Impact on street scene*

9.22 The application site is largely concealed from the surrounding streets of Aylesbury Road and Longfield Road by intervening buildings and vegetation. The loss of trees would be noticeable from Longfield Road and Gordon Villas however their condition and assessment has been detailed above, noting that replacement trees would be provided along the site's northern boundary towards Longfield Road and TPO trees would remain proximate to the interface with Gordon Villas. As such, the development would not have an adverse impact on the appearance of the site when viewed in the context of these surrounding street scenes.

#### *Removal of permitted development rights*

9.23 If planning permission is granted it would be reasonable to remove permitted development rights from Plots 1 and 3 relating to Class A (extensions and alterations) to ensure sufficient garden space to Plot 1 is retained and in the interests of residential amenity within and outside the development of Plots 1 and 3 to accord with the aims of Policies CS11 and CS12 of the Core Strategy.

9.24 The proposal would therefore achieve the aims of Policies CS11 and CS12 of the Core Strategy and paragraph 127 of the Framework.

#### Impact on neighbouring properties

9.25 The proposed dwellings would have a back-to-back relationship with the dwellings on Longfield Road and would achieve window separation distances significantly in excess of the 23m standard set out under saved Appendix 3 of the Local Plan.

9.26 Plot 3 has an identical position relative to No. 11 Gordon Villas (High Drive) compared with the 40-dwelling scheme (under 4/01569/17/MFA), where the impact on neighbours was not raised as a reason for refusal.

9.27 The submitted site layout plan indicates the main windows of this neighbouring property nearest the development, where a 45° line can be taken from the closest main rear window. This demonstrates that the two-storey part of the dwelling at Plot 3 would not cross this line which serves as an indicator as to whether the proposal would result in loss of light requiring further surveys. This is not the case and the proposal would not raise concerns with respect to loss of light to this neighbour.

9.28 The rear window to No. 11 would benefit from sufficient space around it and a view primarily towards its own rear garden and the rear garden of Plot 3 (with intervening boundary fencing and vegetation) so that visual intrusion would not be a concern in this instance.

9.29 The proposal would accord with Policy CS12 in this regard.

#### Traffic, access and parking

9.30 The development would provide a total of 12 spaces, eight of which would be private parking for occupiers of the dwellings to accord with the minimum parking standard stipulated under saved Appendix 5 of the Local Plan. There are two additional spaces in front of the garage to Plot 3 however these are not of sufficient depth and car parking layouts shall therefore be reserved by condition if planning permission is granted.

9.31 The condition relating to visibility splays as recommended by Hertfordshire Highways shall be imposed on any planning permission.

9.32 No objections were raised by the highway authority on the grounds of traffic generated by the proposal.

9.33 As such, the development would accord with Policies CS8 and CS12 of the Core Strategy and saved Policy 58 of the Local Plan.

#### Affordable housing

9.34 The proposed development for three additional homes would increase the total development to 34 dwellings which would require 12 affordable housing units under Policy CS19 of the Core Strategy for 35% on-site provision. The applicant is agreeable to completing a Deed of Variation to the Section 106 agreement under 4/03167/18/MFA for Plot 18 to be affordable.

#### Impact on protected species

9.35 Reference is made to comments provided by Hertfordshire Ecology under a previous application (4/00029/16/MFA) which are considered relevant in the consideration of the current scheme. Specifically, it was advised that surveys carried out would require updating and further surveys could be required by condition. This is considered applicable in this instance as the Phase 1 Habitat Study assessed the existing portacabin building as negligible to very low with respect to bats. As such, three conditions have been suggested relating to:

- submission of bat re-entry surveys and bat mitigation strategy if applicable;



- submission of a Landscape and Ecological Management Plan;
- submission of a lighting design strategy for biodiversity.

9.36 The conditions are considered reasonable to accord with the aims of the NPPF and Policy CS29 of the Core Strategy.

#### Archaeology

9.37 Previous comments (under 4/00029/16/MFA) with respect to archaeology matters are considered relevant in assessing the current application and therefore if planning permission is granted this shall be subject to the imposition of archaeological recording conditions which relate to the whole of the redevelopment of the school site in accordance with Policy CS27 of the Core Strategy.

#### Contaminated land

9.38 The site is located within the vicinity of a former contaminative land use and as the redevelopment would result in an end land use of greater sensitivity, standard contaminated land conditions shall be included on any planning permission to accord with the aims of Policy CS32 of the Core Strategy.

#### Community Infrastructure Levy

9.39 The development would be CIL liable with the applicable charge of £150 per square metre subject to any applicable exemptions.

### **10. Conclusions**

10.1 The condition of the trees are such that they pose a safety risk where felling has been recommended. The option to prune the two TPO trees has been discounted as Beech trees would unlikely withstand the heavy pruning required and in the event of their survival would no longer be worthy of their TPO status. Together with the allocation of the site, the proposed development for three dwellings would be acceptable in principle. The proposal would represent a satisfactory design response in layout terms, providing sufficient spacing around the buildings and retained trees, adequate private amenity space, open space and parking provision. The development would secure one additional affordable home on the larger site by Deed of Variation.

10.2 The proposal has therefore addressed the reasons for refusal of the previous application and would accord with the aims of Policies NP1, CS1, CS4, CS8, CS11, CS12, CS17, CS18, CS19 and CS25 of the Dacorum Core Strategy 2013, the National Planning Policy Framework and saved Policies 99 and 100 of the Dacorum Borough Local Plan 1991-2011.

**11. RECOMMENDATION** – That planning permission be **GRANTED subject to S106 Agreement** for the reasons referred to above and subject to the following conditions:

#### Conditions

| No | Condition  |
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| 1  | The development hereby permitted shall be begun before the expiration of three years from the date of this permission. |

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|   | <p>Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.</p>  |
| 2 | <p>Construction of the buildings hereby permitted shall not take place until the following details have been submitted and approved in writing by the local planning authority:</p> <p>Details of the materials to be used in the construction of the external surfaces of the dwellings;<br/> Details of the materials of hardstanding;<br/> Proposed finished levels and contours relative to the nearest adjacent properties.</p> <p>Development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS11 and CS12 of the Dacorum Core Strategy 2013 and paragraph 127 of the National Planning Policy Framework</p> <p>Please do not send materials to the council offices. Materials should be kept on site and arrangements made with the planning officer for inspection.</p>                                   |
| 3 | <p>Prior to the commencement of the development hereby permitted, the trees shown for retention on the approved Drawing No. 18/3473/10 Rev C and approved Tree Protection Plan (Nov 2018) shall be protected during the whole period of site excavation and construction in accordance with the Tree Protection Plan or alternative method(s) for protection to be submitted and approved in writing by the local planning authority.</p> <p>Reason: In order to ensure that damage does not occur to the trees for the duration of development including site clearance to enable their retention and to safeguard the landscape character of the site in accordance with Policies CS11, CS12 and CS25 of the Dacorum Core Strategy and paragraph 127 of the National Planning Policy Framework.</p>  |
| 4 | <p>Construction of the buildings hereby permitted shall not take place until full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority. These details shall include:</p> <p>means of enclosure;<br/> soft landscape works which shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;<br/> car parking layouts and other vehicle and pedestrian access and circulation areas;<br/> proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc, indicating lines, manholes, supports etc).</p> <p>The approved landscape works shall be carried out prior to the first occupation</p> |

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|   | <p>of the development hereby permitted.</p> <p>Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policies CS11 and CS12 of the Dacorum Core Strategy 2013 and paragraph 127 of the National Planning Policy Framework.</p>   |
| 5 | <p>Any tree or shrub which forms part of the approved landscaping scheme which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity to be approved by the local planning authority.</p> <p>Reason: To ensure a satisfactory appearance to the development and to safeguard the visual character of the immediate area in accordance with Policies CS11, CS12 and CS25 Dacorum Core Strategy 2013 and paragraph 127 of the National Planning Policy Framework.</p>  |
| 6 | <p>Visibility splays of not less than 2.4 m x 43 m shall be provided before any part of the development hereby permitted is first brought into use, and they shall thereafter be maintained, in both directions from the crossover, within which there shall be no obstruction to visibility between a height of 0.6 m and 2.0 m above the carriageway.</p> <p>Reason: In the interests of highway safety in accordance with Policy CS12 of the Dacorum Core Strategy 2013.</p>  |
| 7 | <p>The demolition of buildings identified on the approved Site Location Plan shall not commence before submission of either of the following for approval by the local planning authority:</p> <p>up to three dusk emergence / dawn re-entry surveys, which shall be undertaken during the months of May to August (inclusive) to determine whether bats are roosting or not and, should this be the case, submission of a Bat Mitigation Strategy for approval;</p> <p>copy of approved licence from Natural England where the development hereby permitted shall be carried out in accordance with the recommendations set out in the submitted Phase 1 Habitat Survey, Initial Bat Inspection and Dusk Emergence Survey Report.</p> <p>The development shall be carried out and retained in accordance with approved details.</p> <p>Reason: To ensure the continued ecological functionality of bats and their roosts is maintained in accordance with the National Planning Policy Framework and Policy CS29 of the Dacorum Core Strategy 2013.</p> |
| 8 | <p>The development hereby permitted shall be carried out in accordance with the recommendations set out in the submitted Phase 1 Habitat Survey, Initial Bat Inspection and Dusk Emergence Survey Report. Demolition of buildings shall not commence before details of the location, number and type of bird and bat boxes shall be submitted and approved by the local planning authority together with timeframes of their installation to ensure adequate compensation is available prior to commencement of works affecting bat roost sites. The bird and bat boxes shall be installed in accordance with the approved details and</p>   |

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|    | <p>agreed timeframes.</p> <p>Reason: In the interests of biodiversity and in accordance with Policy CS29 of the Dacorum Core Strategy 2013.</p>  |
| 9  | <p>Prior to occupation of the development hereby permitted, a lighting design strategy for biodiversity as recommended in the submitted Phase 1 Study, shall be submitted to and approved in writing by the local planning authority. The strategy shall:</p> <p>a) identify those areas/features on site that are particularly sensitive for identified bat populations and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and</p> <p>b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.</p> <p>All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.</p> <p>Reason: To protect bat movement corridors and compensatory roosting features in accordance with Policy CS29 of the Dacorum Core Strategy 2013.</p> |
| 10 | <p>No demolition or development shall commence until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:</p> <ol style="list-style-type: none"> <li>1.The programme and methodology of site investigation and recording</li> <li>2.The programme for post investigation assessment</li> <li>3. Provision to be made for analysis of the site investigation and recording</li> <li>4. Provision to be made for publication and dissemination of the analysis and records of the site investigation</li> <li>5. Provision to be made for archive deposition of the analysis and records of the site investigation</li> <li>6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.</li> </ol> <p>Reason: In order to ensure investigation and preservation of archaeological findings for the duration of the construction and development in accordance with Policy CS27 of the Dacorum Core Strategy 2013.</p>   |
| 11 | <p>Any demolition/development shall take place in accordance with the Written Scheme of Investigation approved under Condition 10.</p> <p>The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Condition 10 and the provision made for analysis, publication and</p>   |

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|    | <p>dissemination of results and archive deposition has been secured.</p> <p>Reason: In order to ensure investigation and preservation of archaeological findings in accordance with Policy CS27 of the Dacorum Core Strategy 2013.</p>   |
| 12 | <p>Prior to the commencement (excluding demolition of existing buildings) of the development hereby permitted a Phase I Report to assess the actual or potential contamination at the site shall be submitted to and approved in writing by the local planning authority. If actual or potential contamination and/or ground gas risks are identified further investigation shall be carried out and a Phase II report shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development. If the Phase II report establishes that remediation or protection measures are necessary a Remediation Statement shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>For the purposes of this condition:</p> <p>A Phase I Report consists of a desk study, site walkover, conceptual model and a preliminary risk assessment. The desk study comprises a search of available information and historical maps which can be used to identify the likelihood of contamination. A simple walkover survey of the site is conducted to identify pollution linkages not obvious from desk studies. Using the information gathered, a 'conceptual model' of the site is constructed and a preliminary risk assessment is carried out.</p> <p>A Phase II Report consists of an intrusive site investigation and risk assessment. The report should make recommendations for further investigation and assessment where required.</p> <p>A Remediation Statement details actions to be carried out and timescales so that contamination no longer presents a risk to site users, property, the environment or ecological systems.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development in accordance with Policy CS32 of the Dacorum Core Strategy 2013.</p> |
| 13 | <p>All remediation or protection measures identified in the Remediation Statement referred to in Condition 13 shall be fully implemented within the timescales and by the deadlines as set out in the Remediation Statement and a Site Completion Report shall be submitted to and approved in writing by the local planning authority prior to the first occupation of any part of the development hereby permitted.</p> <p>For the purposes of this condition a Site Completion Report shall record all the investigation and remedial or protection actions carried out. It shall detail all conclusions and actions taken at each stage of the works including validation work. It shall contain quality assurance and validation results providing evidence that the site has been remediated to a standard suitable for the approved use.</p>  |

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|    | Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development in accordance with Policy CS32 of the Dacorum Core Strategy 2013.   |
| 14 | <p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending or re-enacting that Order with or without modification) no development to Plots 1 and 3 identified on approved drawing 18/3473/10 Rev C (site layout) falling within the following classes of the Order shall be carried out without the prior written approval of the local planning authority:</p> <p>Schedule 2 Part 1 Classes A and B</p> <p>Reason: To enable the local planning authority to retain control over the development in the interests of safeguarding the residential and visual amenity of the locality in accordance with Policies CS11 and CS12 of the Dacorum Core Strategy 2013.</p>   |
| 15 | <p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order) (with or without modification) the garages hereby permitted shall be kept available at all times for the parking of vehicles associated with the residential occupation of their respective dwellings and they shall not be converted or adapted to form living accommodation.</p> <p>Reason: To ensure adequate parking provision for the development in the interests of highway safety in accordance with Policies CS8 and CS12 of the Dacorum Core Strategy and saved Policy 58 of the Dacorum Borough Local Plan 1991-2011.</p>   |
| 16 | <p>The development hereby permitted shall be carried out in accordance with the following approved plans/documents:</p> <p>Site Location Plan (no reference)<br/> 18/3473/10 Rev C (site layout)<br/> 18/3473/11 (Plot 1)<br/> 18/3473/12 (Plot 2)<br/> 18/3473/13 (Plot 3)<br/> 18/3472/14 (street scene)<br/> 18/3473/15 (garages)<br/> Tree Protection Plan (dated Nov 2018)<br/> Arboricultural survey to British Standard B.S. 5837:2012 'Trees in relation to design, demolition and construction - Recommendation' at Former St Francis House School Aylesbury Road Tring Addendum (dated 29 November 2018)<br/> Sustainability Statement</p> <p>Reason: For the avoidance of doubt and in the interests of proper planning.</p> <p>Article 35</p> <p>Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the determination stage in order to carry out a full assessment and which led to improvements to the scheme. The Council has therefore acted in line with the</p> |

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| <p>requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.</p> <p>Hertfordshire Highways Informatives</p> <p>1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their 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. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:-<br/><a href="https://www.hertfordshire.gov.uk/droppedkerbs/">https://www.hertfordshire.gov.uk/droppedkerbs/</a></p> <p>2. Obstruction of public highway land: 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: <a href="http://www.hertfordshire.gov.uk/services/transtreets/highways/">http://www.hertfordshire.gov.uk/services/transtreets/highways/</a> or by telephoning 0300 1234047.</p> <p>3. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <a href="http://www.hertfordshire.gov.uk/services/transtreets/highways/">http://www.hertfordshire.gov.uk/services/transtreets/highways/</a> or by telephoning 0300 1234047</p> |
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1. That the planning application be **DELEGATED** to the Group Manager, Development Management and Planning with a view to **APPROVAL** subject to the completion of a Deed of Variation to the legal agreement linked to planning permission 4/03167/17/MFA.

2. That the following Heads of Terms for the planning obligation, or such other terms as the Committee may determine, be agreed:

The on-site provision of a total of 12 affordable housing units, adding Plot 18 of the

approved plan under 4/03167/17/MFA as an additional affordable unit.

## Appendix A - Neighbour notification / site notice responses (amended three-dwelling scheme)

### 40 Longfield Road

Buildings on new plan appear to be even closer to garden fences of Longfield Road. The houses on Longfield road already loose daylight by early afternoon due to exiting overcrowding of buildings with no west facing windows. The new buildings will be adding to overshadowed gardens and properties.

### Correspondence in relation to original four-dwelling scheme

Objecting

| Address                             | Comments   |
|-------------------------------------|--|
| 4 PARK ROAD, TRING,,,HP23 6AT       | Chiltern Society objection to felling of beech trees. Trees 3, 4 and 6 which have TPOs, should NOT be felled.<br>This is an important wildlife corridor.   |
| 22 LONGFIELD ROAD, TRING,,,HP23 4DG | I totally object to the fact that a magnificent beech tree has already been felled to make way for these extra houses and that the developers intend to fell 3 more. The application states that the felling of the first tree means that the felling of the rest is inevitable - but this is flawed logic. The environment is being completely sacrificed for the greed of the developers.<br><br>I also object to the statement that the extra houses naturally follow on from the rest on the site. There were many objections to these original houses so to call the extra 4 houses a natural extension is ridiculous. This area has become over developed with a huge amount of building over the last 2 years which has dramatically reduced the amount of green space and parking available in an increasingly congested area. |
| 35 LONGFIELD ROAD, TRING,,,HP23 4DG | I strongly object to this proposal which will fell a line of ancient trees which originally had a preservation order on them. The builders have already cut one down unnecessarily. Furthermore the houses will be extremely close to the current residential properties of daisy cottage 11 Gordon villas and 26 Longfield Rd and will invade privacy.  |
| 26 LONGFIELD ROAD, TRING,,,HP23 4DG | This Application is very similar to Application 4/01569/17/MFA which was rejected by the Development Management Committee last October due to TPO'd trees and the development was generally unsympathetic to the nearest adjoining houses.   |



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|  | <p>This new Application does not address any of the reasons given for refusal and indeed still shows the removal of 3 perfectly healthy TPO'd trees and now 4 new houses in lieu of the 3 originally shown in this area, thereby exacerbating the overlooking issues.</p> <p>The Application appears to disregard environmental issues and ignores the advice from the Hertfordshire and Middlesex Wildlife Trust who are very concerned about the important contribution these trees make.</p> <p>One of the pairs of houses is built up right next to the boundary of to the existing house at the end of the Grace Orchard development next to Chiltern Villas. This will overlook that property as well as look directly into our open garden</p>  |
| <p>58 LONGFIELD ROAD, TRING,,,HP23 4DF</p> | <p>This application is completely out of order. It assumes that felling of four TPO'd trees is a fait accompli, which is far from the case. There has been no application to fell them. With T1 felled, these trees have even more wildlife value.</p> <p>There is nothing in the arboricultural report that makes it necessary to fell them. Without T1 they may in fact grow better, with more light and space. T1 would not have protected them from the prevailing west wind, so that is no excuse. They are also important for the health and well-being of people in the vicinity and in the new development.</p> <p>In any event, they should either be retained or replaced. Any replacements must be native trees with similar wildlife value and which will attain similar stature. There is absolutely no excuse to replace them with houses, especially four big ones and of the height suggested. They would reduce the amenity space, and have a very negative impact on dwellings nearby, particularly in terms of overlooking.</p> |
| <p>38 LONGFIELD ROAD, TRING,,,HP23 4DG</p> | <p>i. Firstly, the above description is wholly inadequate and misleading as it fails to mention demolition of existing buildings on this part of the site or the felling of TPO'd trees. This may be deliberate so it flies below the radar of environmental groups such as Wildlife Trust and Chiltern Soc.</p> <p>ii. The Application is very similar to Application 4/01569/17/MFA which was rejected by the Development Management Committee last October for the very reason that this area of the site contains TPO'd trees and the development was generally unsympathetic to the nearby</p>  |

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|  | <p>adjoining houses.</p> <p>iii. These concerns were then addressed by 1) excluding the area covered by this new Application all together (including three houses) and 2) by reducing the scale of development so as to mitigate the overlooking issues particularly adjacent to the eastern end of the site. This allowed permission to be granted for 31 houses (4/03167/17/MFA)</p> <p>iv. This new Application does not address any of the reasons given for the original refusal and indeed still shows the removal of 3 perfectly healthy TPO'd trees and now FOUR new houses in lieu of the TWO originally shown in this area, thereby exacerbating the overlooking issues.</p> <p>v. There has been no attempt to mitigate the previous issues as was the case in the Application for 31 houses that did address the impact on neighbours.</p> <p>vi. There is no justification to remove the TPO'd trees and therefore no reason to overturn the previous Committee decision to refuse the Application.</p> <p>vii. The Application appears to disregard environmental issues and ignores the advice from the Hertfordshire and Middlesex Wildlife Trust who are very concerned about the important contribution these trees make. Neither is there is an ecological report to justify their removal.</p> <p>viii. There has been no engagement with the local community to allow feedback to be taken into account or to discuss mitigation of the impact of the houses.</p> <p>ix. For instance, this being the highest point of the site it would not be unreasonable to reduce the ground level by 1m/1.5m thereby reducing the eaves &amp; ridge heights, lessening the overlooking directly into adjacent properties (11 Gordon Villas, 26 &amp; 38 Longfield Rd). Eaves could be further reduced in height if the upper floor windows at rear were also lowered and Velux windows inserted.</p> <p>x. Walls and fences around adjacent gardens should be replaced to a height of 2m</p> <p>xi. A Construction Plan should be Conditioned so as to preclude the use of Longfield Road &amp; Longfield Gardens for demolition &amp; construction traffic and to prevent parking of operatives' vehicles.</p> |
| <p>THE MARKET HOUSE,61 HIGH STREET,TRING,,HP23 4AB</p> | <p>It is important to consider the chronology of the applications relating to the whole of the former St Francis School site. 4/01569/17/MFA for 40 dwellings across the whole site. This was refused "by reason of the proposed density, the number of units, insufficient open space provision and the impact on and relationship of development with trees, the proposal would represent an overdevelopment of the site". The application included 2</p>  |

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|  | detached dwellings on the section of the site to which this application (4/01735/18/MFA) relates. It also included the removal of trees T1-T6. Application 4/03167/17/MFA was then put forward for 31 dwellings having removed these dwellings and retaining the trees. In doing so it addressed the grounds given in italics in the first blueprint above. Permission for 31 dwellings was granted. 4/01735/18/MFA, by reinstating dwellings (2 pairs of semi-detached houses) in the area in question would have a loss of amenity, loss of open space and removal of trees.                             |
| 40 LONGFIELD ROAD, TRING,,,HP23 4DG                              | If this application goes ahead then it will serve to outline Dacorum Borough Council's disdain for tree preservation orders. A TPO is a TPO and should not be disregarded just because a developer wants to shoehorn 4 properties onto a site which, at best, might fit three. Come on Dacorum, do the right thing please.   |
| HUNTERS LODGE, 11 GORDON VILLAS, AYLESBURY ROAD, TRING, HP23 4DJ | I am staggered that despite previous refusal for 2 large houses on this plot a further application has been made for 4. These houses would have a serious impact on my privacy and overshadow my conservatory being just 3 meters away. I also strongly object to the removal of the trees which are all in good condition. Their removal would have a very negative impact on the surrounding area and would remove vital habitat for wildlife which I have observed from my garden. I object strongly to this application and believe that this small area of the development site be left as open land. |

#### Supporting

| Address | Comments |
|---------|----------|
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#### Commenting

| Address | Comments |
|---------|----------|
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### Appendix B - Consultation responses

#### Tring Town Council

It is important to consider the chronology of the applications relating to the whole of the former St Francis School site. 4/01569/17/MFA for 40 dwellings across the whole site. This was refused "by reason of the proposed density, the number of units, insufficient open space provision and the impact on and relationship of development with trees, the proposal would represent an overdevelopment of the site". The application included 2 detached dwellings on the section of the site to which this application (4/01735/18/MFA) relates. It also included the removal of trees T1-T6. Application

4/03167/17/MFA was then put forward for 31 dwellings having removed these dwellings and retaining the trees. In doing so it addressed the grounds given in italics in the first blueprint above. Permission for 31 dwellings was granted. 4/01735/18/MFA, by reinstating dwellings (2 pairs of semi-detached houses) in the area in question would have a loss of amenity, loss of open space and removal of trees.

### Dacorum Trees and Woodlands

4/01735/18/FUL – The Arb Survey Addendum (29/11/18) has assessed the value of beech tree retention, referring to each individual tree and its specific condition. Justification has been provided for the removal of T2 – 5, due to the presence of defects and poor form, both largely the result of a former pruning regime. It is agreed, somewhat reluctantly, that T2 – 5 should be removed to prevent foreseeable damage or injury.

Within the same part of the site, T6 – 8 are shown for retention, being of better form and condition.

The planting of a mixed native boundary hedge is appropriate for the location. The planting of Silver Lime and Tulip trees nearby is suited to urban environments.

The use of no-dig surfacing within the indicated zone is agreed to safeguard the root systems of retained trees.

The reluctance is due to the condition of the trees. If they were of worse condition, there would be full agreement to their removal. If they were of better condition, I would push for retention.

However, there are significant defects within the Beech trees that require attention. Not pruning cannot be an option for the agent or us, as the risk of failure is foreseeable. The issue will be that the extent of necessary work will reduce aesthetic value to the point where removal is justified. Beech do not respond well to heavy pruning, so will probably die from the shock that other tree species can, in some cases, easily tolerate.

### Hertfordshire Highways

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

#### CONDITIONS

1: Prior to the first occupation of the development hereby permitted (or Prior to the commencement of the use hereby permitted) visibility splays measuring 43m x 2.4m shall be provided to each side of both the accesses off Aylesbury Road and Longfield Road and such splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety.

S278 Agreement Any works within the highway boundary, including alterations to the

footway, site accesses and upgrading of street furniture etc, known as 'off site works' will need to be secured and approved via a legal S278 agreement with HCC.

The Highway Authority recommends inclusion of the following Advisory Notes (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

#### INFORMATIVES:

1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their 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. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- <https://www.hertfordshire.gov.uk/droppedkerbs/>

2. Obstruction of public highway land: 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.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

3. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

#### COMMENTS

This application is for The construction of 4 houses with associated parking and landscaping.

This proposal will bring the number of houses on this site to 356, given it application history. Both pedestrian and vehicular access will be via the existing access off Aylesbury Road (with improvements) whilst the access from Longfield Road will be closed off to through traffic. This will all be subject to a legal S278 Agreement and the above conditions and informatives.

#### LOCATION

Convent of St. Francis de Sales preparatory School, Aylesbury Road Tring, HP24 4DL

## SITE HISTORY

The applications below for between 31 and 40 dwellings were granted with conditions by HCC:

4/03167/17/MFA Demolition of existing buildings, construction of 31 dwellings, alterations to existing vehicular access on to Aylesbury Road, landscaping and introduction of informal public open space (amended scheme)

4/01569/17/MFA Demolition of existing buildings, construction of 40 dwellings, alterations to existing vehicular access on to Aylesbury Road, landscaping and introduction of informal public open space

4/00029/16/MFA Site: Convent of St Francis De Sales Preparatory School, Tring Demolition of all existing buildings and construction of 37 residential dwellings including over 35% affordable housing. Alterations to the existing vehicular access on to Aylesbury Road. Landscaping and the introduction of informal public open space.

4/01569/17/MFA Site: Convent of St Francis De Sales Preparatory School, Tring Demolition of existing buildings, construction of 40 dwellings, alterations to existing vehicular access on to Aylesbury Road, landscaping and introduction of informal public open space This application was REFUSED by the LPA, for the reasons given below. The proposed dwelling density, the number of units on the site, insufficient open space provision and the impact on and relationship of development with trees, the proposal would represent an overdevelopment of the site when considered in the context of the locality within the TCA2 (Miswell Lane) Residential Character Area, to the detriment of the appearance of the area, contrary to Policies CS11 and CS12 of the Dacorum Core Strategy 2013.

## HIGHWAYS

Aylesbury Road This is a classified road - B4635/20, secondary distributor from the speed sign near Donkey Lane to Park Road and is maintained by HCC as the highway authority. This section of road is 450m long and approximately 7.5m wide outside the entrance to the site. The speed limit is 30mph, the road is lit and generally there is no observed on street parking during the day. There are neither traffic counts nor traffic calming measures for this section of road. The road is traffic sensitive ie no working between 07:30 to 09:30 and 16:30 to 18:30. There are no formal waiting restrictions outside the entrance to the site. Vehicular access to the development will be off this road via the existing steep drive. This information can be obtained from the Gazetteer (<http://www.hertsdirect.org/actweb/gazetteer/>) or Webmaps.

## Road Safety

Looking at the rolling 5year RTC data there has been 1 slight personal Injury Accident (PIA) recorded in this period. This was recorded on the 20th June 2012 as a slight injury incident. It appears to be a two car collision resulting in a rear end shunt to the car slowing down and turning into the access drive of the school. No further PIA's were recorded which could be down to the fact that the school has been shut for some time and/or that this section of highway is not an accident hotspot.

## Longfield Road

This is an unclassified local access road, L2 the 2U233/10, connecting Miswell lane to Aylesbury Road. It's 516m long and approximately 6.5m wide although this does vary considerably. It is a 30mph lit road with on street parking during the day and evening. There are no traffic counts for this road. The current access that serves the rear of the site will be closed off to through traffic although the simple vehicle crossover will be kept for the replacement dwellings providing a means of access to their off street parking spaces respectively.

This information can be obtained from the Gazetteer (<http://www.hertsdirect.org/actweb/gazetteer/>) or Webmaps.

## Road Safety

Looking at the rolling 5 year RTC data for PIA it shows that there have not been any recorded incidents along this stretch of road.

As part of a Design and Access statement, the application should take account of the following policy documents;

- National Planning Policy Framework (March 2012);
- Hertfordshire County Council (HCC) Local Transport Plan 3-2011-2031
- Roads in Hertfordshire Design Guide 3rd Edition
- Dacorum Borough Local Plan (reserved), Appendix 5 Parking Provision

## PARKING

Off street parking is a matter for the Local Planning Authority (LPA) to determine and the applicant has provided details of the parking provision. DBC's parking standards (DBC Local plan and the SPG) should be used to determine the level of parking this site should attract, the applicant has used this maximum based standard to come to the figures mentioned above. The site sits within the borough council's zone 4 for this assessment. In this case the applicant is providing parking spaces but it is unclear if any will be DDA compliant. The applicant will need to provide room for cycles and buggies.

Roads in Hertfordshire highway design guide 3rd edition states that the dimension and location requirements for parking bays, driveways and turning areas shall be in accordance with the guidance in DfT Manual for Streets.

## ACCESSIBILITY

Forward Planning Officers (Passenger Transport Unit) have supplied details of bus services and bus infrastructure to identify gaps in the service. (<http://www.hertsdirect.org/docs/pdf/b/busstrategy.pdf>)

Their comments are attached should contributions be sought from the LPA for bus stop improvements.

The nearest bus stops are located on Western Road approximately 150 metres from the site access. Therefore all dwellings are likely to fall within the recognised accessibility criteria of 400m. Neither stops have easy access kerbing and shelter provision. The existing east bound footway width may be insufficient to provide shelter provision.

Services are as follows: 50 Aylesbury to Ivinghoe 61 Aylesbury to Luton 164 Aylesbury to Leighton Buzzard 500 Aylesbury to Watford 501 Aylesbury to Watford

The site is located on the main bus corridor to and from Aylesbury with frequent services available.

RAIL Tring station is approximately 2.5 miles away. Trains are run by London Midland and journey time into London Euston is around 42 minutes with up to five trains per hour operating during the rush hour period.

## OTHER COMMENTS

Accessibility to bus services from this site is considered good. The nearest bus stops fall within the recognised accessibility criteria of 400m for all dwellings. Rail access is remote however good cycle parking facilities exist at the station.

Should this development go ahead, it is recommended that developer contributions be used toward improving access to local buses with kerbing enhancements, bus cage and shelter provision (for the west bound stop). Kerbing enhancements cost approximately £8000 each and shelter provision is also around £8,000. Therefore to improve bus access facilities at this location a total cost of around £24,000 would be likely.

## Servicing Arrangements

Refuse and recycling receptacle storage will need to be provided. Refuse collection is likely to be via a kerbside collection regime within the site as will all other service providers. Planning Obligations/ Community Infrastructure Levy (CIL)

If the LPA are minded to grant PP then any contributions for locally identified schemes may be sought. The bus stop improvements mentioned above being the most likely. However, off site works to both the accesses will be covered in the S278 agreement.

## Conclusion

The assessment does not indicate any significant issues with the proposal to create an additional 4 dwellings on the site of the former Francis House Preparatory School.

## Chiltern Society

Chiltern Society objection to felling of beech trees.

Trees 3, 4 and 6 which have TPOs, should NOT be felled.

This is an important wildlife corridor.