

**ITEM NUMBER: 5b**

<b>19/03134/FUL</b>	<b>Demolition of existing bungalow to be replaced by the erection of a terraced row of four residential dwellings, to include all associated works.</b>	
<b>Site Address:</b>	<b>96 Longfield Road Tring Hertfordshire HP23 4DE</b>	
<b>Applicant/Agent:</b>	<b>Mr Omonua</b>	
<b>Case Officer:</b>	<b>Heather Edey</b>	
<b>Parish/Ward:</b>	<b>Tring Town Council</b>	<b>Tring West &amp; Rural</b>
<b>Referral to Committee:</b>	<b>Recommendation is contrary to the views of Tring Town Council</b>	

**1. RECOMMENDATION**

That planning permission be granted.

**2. SUMMARY**

2.1 The proposed development is considered to be acceptable in principle, in accordance with Policies CS1 and CS4 of the Dacorum Borough Core Strategy (2013).

2.2. The proposed demolition of the existing bungalow and construction of a terraced row of four dwellings is considered to be acceptable in design terms, given that the works would not be considered to detract from the character and appearance of the streetscene or surrounding area. Furthermore, it is not considered that the proposal would adversely affect the residential amenity of neighbouring properties by being visually overbearing or resulting in a significant loss of light or privacy.

2.3 Given the advice provided by the Highways Authority, it is not considered that the proposed development would give rise to significant highway or pedestrian safety concerns. Sufficient private amenity space and off-street parking provision would also be provided for future occupiers of the site in line with the relevant policies. Given all of the above, the proposal complies with the National Planning Policy Framework (2019), Policies CS1, CS4, CS8, CS11, CS12 and CS29 of the Dacorum Borough Core Strategy (2013), Saved Policies 57-58 and Saved Appendices 3, 5 and 7 of the Local Plan (2004).

**3. SITE DESCRIPTION**

3.1 The application site comprises a large chalet bungalow, in poor physical condition, set within a generous plot on the south-eastern side of Longfield Road. The site backs onto Cherry Gardens; a development of bungalows arranged in a cul de sac, and is located in an urban area, within a designated residential area of Tring.

3.2 The pattern of development in the area is characterised by a mix of detached, semi-detached and terraced dwellings of varying architectural styles and designs, with properties being typically positioned close to the street and comprising long rear gardens. Though dwellings are typically two storey, there is evidence of three storey development within the streetscene, with the example of flats 1-9 The Orchards.

**4. PROPOSAL**

4.1 Planning permission is sought to demolish the existing chalet bungalow and construct a terraced row of four dwellings. Though internally comprising three storeys, the proposed new dwellings have been designed to comprise a two storey appearance, with living accommodation

being provided within the proposed roof space, through the use of box-dormer windows in the mansard roof design.

4.2 Each dwelling would measure approximately 15.8m deep and 4.5m wide, comprising the same internal design, with an integral garage, kitchen/dining area, hall, utility and small toilet room being provided at ground floor level, a bedroom with en-suite bathroom, and living room/study area being provided at first floor level, and two additional bedrooms with a family bathroom being provided on the second floor. An additional off-street car parking space would also be provided for each dwelling, via the permeable block paving positioned ahead of the proposed new garages.

4.3 With regards to material finishes, each dwelling would be externally clad in ashlar effect render with heavy and detailed moulding at ground floor level, comprising external brickwork with stone sills and header at first floor level, and the third floor being externally tiled, comprising detailed eaves moulding and parapet walls along the front and rear roof slopes to show the sub-division of the four units.

4.4 The scheme also provides details regarding the proposed cycle and storage arrangements for the new dwellings, (with each dwelling comprising a cycle store at the rear, and an integrated bin store), as well as detailing the proposed arrangements for private amenity space and associated soft/hard landscaping.

4.5 The current application reflects an amended scheme to that proposed under previous planning application 4/01301/18/FUL – with the original application seeking permission to demolish the existing chalet bungalow and construct four two-bedroom and three two bedroom flats with associated access. The previous application was refused and later dismissed at appeal, with the Planning Inspector considering the proposal to be harmful to the residential amenity of neighbouring properties, by virtue of its scale, height and bulk and to significantly alter and adversely affect the character and appearance of the site, surrounding area and streetscene of Longfield Road.

## **5. PLANNING HISTORY**

Planning Applications (If Any):

4/01301/18/FUL - Demolition of existing dwelling and construction of four two-bedroom and three one-bedroom flats and associated access  
*REF - 20th September 2018*

Appeals (If Any):

4/01301/18/FUL - Demolition of existing dwelling and construction of four two-bedroom and three one-bedroom flats and associated access  
*DIS - 28th June 2019*

## **6. CONSTRAINTS**

Parking Accessibility Zone (DBLP): 4

CIL Zone: CIL2

Former Land Use (Risk Zone): Former Blacksmith, Miswell Lane, Tring

Former Land Use (Risk Zone): Former Scrap Yard, Carman Court, Tring

Former Land Use (Risk Zone): Former Works, 106-116 Western Road, Tring

Former Land Use (Risk Zone): Depot, Longfield Road, Tring

Former Land Use (Risk Zone): Builders Yard, Miswell Lane, Tring

Parish: Tring CP

RAF Halton and Chenies Zone: Green (15.2m)

RAF Halton and Chenies Zone: Red (10.7m)  
RAF Halton and Chenies Zone: RAF HALTON: DOTTED BLACK ZONE  
Residential Area (Town/Village): Residential Area in Town Village (Tring)  
Town: Tring

## **7. REPRESENTATIONS**

### Consultation responses

7.1 These are reproduced in full at Appendix A.

### Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

## **8. PLANNING POLICIES**

Main Documents:

National Planning Policy Framework (February 2019)  
Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)  
Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Relevant Policies:

NP1 - Supporting Development  
CS1 - Distribution of Development  
CS4 - The Towns and Large Villages  
CS10 - Quality of Settlement Design  
CS11 - Quality of Neighbourhood Design  
CS12 - Quality of Site Design  
CS29 - Sustainable Design and Construction

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2002)  
Planning Obligations (2011)  
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)  
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

## **9. CONSIDERATIONS**

### Main Issues

9.0 The main issues to consider are:

The policy and principle justification for the proposal;  
The quality of design and impact on visual amenity;  
The impact on residential amenity; and  
The impact on highway safety and car parking.

### Principle of Development

9.1 The site is situated within the residential area of Tring, wherein Policies CS1 and CS4 are relevant. Policy CS1 of the Dacorum Borough Core Strategy (2013) guides new development to

towns and large villages, encouraging the construction of new development and housing in these areas. Furthermore, Policy CS4 of the Dacorum Borough Core Strategy (2013) states appropriate residential development is encouraged in residential areas.

9.2 In light of the above policies, the proposed development for the demolition of the existing chalet bungalow and construction of a terraced row of four residential dwellings within the residential area of Tring is acceptable in principle.

#### Quality of Design / Impact on Visual Amenity

9.3 The NPPF (2019) states that planning policies and decisions should ensure that new development should be sympathetic to local character and history, including the surrounding built environment and landscape setting. Furthermore, Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013) seek to ensure that new development respects adjoining properties in terms of layout, scale, height, bulk and materials.

9.4 The site falls within the TCA2: Miswell Lane Character Appraisal Area wherein a variety of dwelling types are acceptable, provided they relate well in terms of type, design, scale, bulk and layout of nearby and adjacent development. It also goes on to note that new dwellings should not normally exceed two storeys in height, and should be designed to follow the existing layout structure, fronting the highway and providing gardens to the front and rear.

9.5 The application seeks permission to demolish the existing chalet bungalow and construct a terraced row of four dwellings. Each dwelling would measure approximately 15.8m deep and 4.5m wide, comprising the same internal design, with an integral garage, kitchen/dining area, hall, utility and small toilet room being provided at ground floor level, a bedroom with ensuite bathroom, and living room/study area being provided at first floor level, and two additional bedrooms with a family bathroom being provided on the second floor.

9.6 The Town Council have raised concerns that the proposed development would reflect overdevelopment of the plot, with the new terraced dwellings appearing out of keeping with neighbouring properties, noting that they would comprise three storeys.

9.7 The pattern of development in the area is characterised by a mix of detached, semi-detached and terraced dwellings of varying architectural styles and designs, with properties being typically positioned close to the street, fronting the highway and comprising long rear gardens.

9.8 The proposed terraced row of four new dwellings have been sympathetically designed to appear a continuation of existing residential development, noting that they would similarly be positioned close to the street, fronting the highway and would comprise long rear gardens.

9.9 Whilst it is noted that dwellings within the immediate area typically comprise two storeys, it is not considered that the new three storey dwellings would appear out of keeping with these neighbouring properties, given their sympathetic design, noting that they would comprise a low ridge line and would retain a two storey appearance, with residential accommodation being provided within the roofspace, through the use of box-dormer windows in the mansard roof design. In light of the above, and noting that there is evidence of three storey development within the immediate area, (i.e. at flats 1-9 The Orchards), it is not considered that the proposed development would detract from the character and appearance of the streetscene.

9.10 With regards to material finishes, it is noted that each dwelling would be externally clad in ashlar effect render with heavy and detailed moulding at ground floor level, comprising external brickwork with stone sills and header at first floor level, and the third floor being externally tiled, comprising detailed eaves moulding and parapet walls along the front and rear roof slopes to show the sub-division of the four units.

9.11 Given that properties within the immediate area vary in terms of their architectural style and design, the above material finishes are considered to be acceptable.

9.12 Given the above assessment, the proposal is considered to be acceptable in design terms, according with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013), the TCA2: Miswell Lane Character Appraisal Area and the relevant sections of the NPPF (2019).

#### Impact on Residential Amenity

9.13 The NPPF (2019) outlines the importance of planning in securing good standards of amenity for existing and future occupiers. Furthermore, Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013) seek to ensure that new development avoids visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to surrounding properties.

9.14 Whilst it is noted that the Planning Inspector raised concerns in relation to the proposals' impact on the residential amenity of neighbouring properties under previous planning application 4/01301/18/FUL at appeal, the design and layout of the previous scheme significantly differs to that proposed under the current application. As such, it is not considered that concerns previously raised in this regard have any bearing on the current application.

9.15 The application site would share boundaries with neighbouring properties Green Meadows, 98 Longfield Road and properties 3, 4 and 5 Cherry Gardens.

9.16 Though positioned on higher ground levels than neighbouring properties 3, 4 and 5 Cherry Gardens, the proposed new dwellings would retain distances of over 24m from these properties, being separated from these properties by the proposed long rear gardens. In light of this, it is not considered that the proposed development would adversely affect the residential amenity of these properties by being visually overbearing or resulting in a significant loss of light or privacy to these dwellings.

#### *Visual Intrusion*

9.17 Though internally comprising three storeys, the proposed new dwellings have been sympathetically designed to comprise a two storey appearance, with habitable accommodation being provided within the proposed roof space, through the use of box-dormer windows in the mansard roof design. Noting this element of the design, and taking into account the change in ground levels between the application site and neighbouring property Green Meadows, the proposed new dwellings would not exceed the existing ridge height of this neighbouring property, (as evidenced on drawing PAD/DEC/001). In light of all of the above, and taking into account the separation distance that would be retained between the two properties and noting that the existing boundary fencing between the two properties would be retained, it is not considered that the proposal would appear visually overbearing to neighbouring property Green Meadows.

9.18 The proposed new dwellings would be positioned on slightly higher ground levels than neighbouring property 98 Longfield Road. It is not however considered that the proposed development would appear visually overbearing to this property, given that the proposed new dwellings would only measure approximately 1.6m higher than this dwelling, and would be positioned approximately 0.8m set back from the front elevation of this property.

#### *Loss of Privacy*

9.19 The proposed new dwellings have been designed to minimise harmful overlooking of neighbouring properties. Firstly, no windows have been proposed to the side elevations of the proposed development, overlooking neighbouring properties Green Meadows and 98 Longfield

Road. In addition to this, it is noted that ground level windows proposed on the rear elevation would be largely concealed from view of neighbouring properties, given the topography of the site and the positioning and height of existing and proposed close boarded boundary fencing.

9.20 Whilst windows have been proposed to the rear elevation of the proposed dwelling at first and second floor level, it is not considered that these windows would facilitate any harmful overlooking of neighbouring property Green Meadows, given that the rear elevation of the proposed development would be set in from the rear elevation of this neighbouring property.

9.21 Though the rear elevation of the proposed development would project approximately 2.4m deeper than the rear elevation of neighbouring property 98 Longfield Road at ground floor level, the rear elevation of the new dwellings would be set in at the first and second floor. In light of this and noting the positioning of the new rear windows, it is not considered that the proposal would result in a significant loss of privacy to neighbouring property 98 Longfield Road.

#### *Loss of Light*

9.22 The proposed development has been designed to avoid obstructing daylight/sunlight to the existing windows and rooms of neighbouring properties 1-6 Carman Court, 4 to 9 The Orchards, Green Meadows and 93, 95, 97, 98, 99 and 100 Longfield Road, with the submitted Daylight and Sunlight study noting that the development would not adversely affect daylight or sunlight levels to these properties in accordance with the guidance set out under the Building Research Establishment's (BRE) - Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011). As such, it is not considered that the proposal would have a significantly detrimental impact on lighting levels to existing properties.

9.23 In light of everything considered above, the proposal would not be considered to have any adverse impacts on the residential amenity of neighbouring properties according with Policy CS12 of the Dacorum Borough Core Strategy (2013), Saved Appendix 3 of the Dacorum Borough Local Plan (2004) and the relevant sections of the NPPF (2019).

#### Impact on Highway Safety and Parking

9.24 The NPPF (2019), Policies CS8 and CS12 of the Dacorum Borough Core Strategy (2013) and Saved Policy 58 of the Local Plan (2004) all seek to ensure that new development provides safe and sufficient parking provision for current and future occupiers.

9.25 The proposal would involve the demolition of the existing chalet bungalow and construction of a row of four terraced dwellings, with off-street parking provision being provided for each dwelling via an integral garage and parking space. Given that each dwelling would comprise off-street parking provision for two cars, the proposed parking arrangements would accord with the Council's maximum parking standards. It is also noted that the site is situated within a sustainable location, with on street parking available.

9.26 Hertfordshire County Council were consulted on the application as the Highways Authority, and raised objections to the proposal on highway and pedestrian safety grounds, noting that they would not consider the new parking arrangements to have an adverse impact on the safety and operation of the adjoining highway, subject to certain conditions and informatives. It is also noted that the Highways Authority have raised no objection to the proposal in relation to additional traffic movements that would be generated by the addition of new dwellings, and the increased quantum and intensity of the development.

9.27 Given everything considered above, the proposal is considered to be acceptable in terms of its impact on highway and pedestrian safety, according with Policies CS8 and CS12 of the

Dacorum Borough Core Strategy (2013), Saved Policy 58 of the Local Plan (2004) and the NPPF (2019).

#### Other Material Planning Considerations

##### *Amenity Space*

9.28 Saved Appendix 3 of the Dacorum Borough Local Plan (2004) seeks to ensure that new development retains sufficient private amenity space for future occupiers, stating that private gardens should normally be positioned to the rear of the dwelling and have an average minimum depth of 11.5m. It also notes that a reduced rear garden depth may be acceptable in some cases, in particular, for development that backs onto, or is sited within close proximity of open land, public open space or other amenity land.

9.29 Given that each of the dwellings would comprise long rear gardens measuring over 20m deep, it is considered that sufficient private amenity space would be retained for current and future occupiers of the site. As such, the proposal accords with Saved Appendix 3 of the Local Plan (2004).

##### *Waste Management*

9.30 The application provides details for refuse storage, noting that each dwelling would comprise an integral bin store. Though no details have been provided to indicate the proposed refuse collection arrangements, it is assumed that the bins would be collected from the front of the site, in accordance with the existing refuse collection arrangements. Noting that the bins would not need to be taken more than 25m to be collected, these arrangements comply with the standards set out under the Dacorum Refuse and Storage Guidance Note (2015).

##### *Trees and Landscaping*

9.31 The proposal will result in the loss of a number of low category trees, including a small collection of conifer and fruit trees. The Trees and Woodlands Officer was consulted in regards to this element of the proposal and has raised no objection to these works, noting that the site does not currently comprise any significant trees or landscape features worthy of protection and retention.

9.32 The submitted arboricultural report and landscape proposal plan (drawing 05) however note that new shrubs and Sorbus trees would be planted on the site. The Trees and Woodlands Officer has also considered these plans, noting that these landscaping arrangements are acceptable and sufficient for a development of this scale.

#### Response to Neighbour Comments

9.33 Four neighbours have raised objections to the proposed scheme. The points raised have been considered and discussed in more detail during earlier sections of the report.

#### Community Infrastructure Levy (CIL)

9.34 Policy CS35 of the Core Strategy (2013) requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on 1st July 2015. The application is CIL liable.

## **10. CONCLUSION**

10.1 The application is recommended for approval.

10.2 The proposed development is considered to be acceptable in principle, in accordance with Policies CS1 and CS4 of the Dacorum Borough Core Strategy (2013). The proposed demolition of the existing bungalow and construct of a terraced row of four dwellings is considered to be acceptable in design terms, given that the works would not be considered to detract from the character and appearance of the streetscene or surrounding area. Furthermore, it is not considered that the proposal would adversely affect the residential amenity of neighbouring properties by being visually overbearing or resulting in a significant loss of light or privacy. Given the advice provided by the Highways Authority, it is not considered that the proposed development would give rise to significant highway or pedestrian safety concerns. Sufficient private amenity space and off-street parking provision would also be provided for future occupiers of the site in line with the relevant policies. Given all of the above, the proposal complies with the National Planning Policy Framework (2019), Policies CS1, CS4, CS8, CS11, CS12 and CS29 of the Dacorum Borough Core Strategy (2013), Saved Policies 57-58 and Saved Appendices 3, 5 and 7 of the Local Plan (2004).

## **11. RECOMMENDATION**

11.1 That planning permission be granted.

### **Condition(s) and Reason(s):**

- 1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.**

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.

- 2. Contaminated Land Condition 1:**

**(a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.**

**(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:**

- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;**
- (ii) The results from the application of an appropriate risk assessment methodology.**

**(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.**

**(d) This site shall not be occupied, or brought into use, until:**

**(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.**

**(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.**

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Policy CS32 of the Core Strategy (2013).

**3. Contaminated Land Condition 2:**

**Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.**

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Policy CS32 of the Core Strategy (2013).

**4. The development shall not be brought into use until the new vehicle crossovers have been constructed in accordance with the approved plans.**

Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use in accordance with Policies CS8 and CS12 of the Core Strategy (2013) and the NPPF (2019).

**5. Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.**

Reason: In the interest of highway safety in accordance with Policies CS8 and CS12 of the Core Strategy (2013) and the NPPF (2019).

**6. Prior to the first occupation of the development hereby permitted the proposed access and on-site car parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan drawing no LAS TR 05 and retained thereafter available for that specific use.**

Reason: In the interest of highway safety in accordance with Policies CS8 and CS12 of the Core Strategy (2013) and the NPPF (2019).

**7. The landscaping works shown on the drawings must be carried out within one planting season of completing the development. Any tree or shrub which forms part of the approved landscaping scheme which within a period of 5 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.**

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan (2004) and Policy CS12 (e) of the Dacorum Borough Council Core Strategy (2013).

8. **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order amending or re-enacting that Order with or without modification) no development falling within the following classes of the Order shall be carried out without the prior written approval of the local planning authority: Schedule 2, Part 1, Classes A, B, and E; Part 2, Classes A, B and C.**

Reason: To enable the local planning authority to retain control over the development in the interests of safeguarding the character of the area, in accordance with Policy CS12 of the Dacorum Core Strategy (2013).

9. **The development hereby permitted shall be carried out in accordance with the following approved plans/documents:**

**Proposed Floor Plans and Elevations - Plan 1: PAD/DEC/001  
Proposed Floor Plans and Elevations - Plan 2: PAD/DEC/001  
Arboricultural Survey and Impact Assessment  
Design and Access Statement  
Landscape Proposals Plan - 05  
Site Location Plan  
Site Survey - K45-17**

Reason: For the avoidance of doubt and in the interests of proper planning.

#### **Informatives:**

1. Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

2. **CONTAMINATED LAND INFORMATIVE:**

The above Contaminated Land Conditions are considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2019.

The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on [www.dacorum.gov.uk](http://www.dacorum.gov.uk) by searching for contaminated land.

3. **HIGHWAY 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

## APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Tring Town Council	The Council recommended refusal of this application on the grounds that the proposed development was over-development of the plot and out-of-keeping with a three storey design that would be over-bearing close to the pavement and of an appearance dominated by garages at street level. This would further erode the character of the road that has taken place from the junction with Miswell Lane. TCA2 refers to 'the design being generally of high quality. There is considerable variety throughout but with some particularly strong desing themes present in those from the first half of the twentieth century, which collectively predominate as dwelling types'. This is the situation from number 100 Longfield Road westward.
Environmental And Community Protection (DBC)	No objections on noise or air quality grounds.  As the site has existing residential neighbours in the vicinity and owing to scale of the project I would advise including the informative for construction noise and dust.

#### Construction Hours of Working - (Plant & Machinery) Informative

In accordance with the councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours: 0730hrs to 1730hrs on Monday to Friday, 08:00 - 13:00 Saturday and no works are permitted at any time on Sundays or bank holidays.

#### Construction Dust Informative

Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

#### Noise on Construction/Demolition Sites Informative

The attention of the applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.

#### CONTAMINATED LAND

Having reviewed the documentation submitted with the above planning application and having considered the information held by the Environmental Health Department I have the following advice and recommendations in relation to land contamination.

The application is for the introduction of a residential land use on to a site that has previously been developed, most recently with the residential dwelling that currently occupies the site. Therefore, the possibility of the presence of ground contamination associated with previous developments and their associated activities cannot be ruled out at this time. As such it is recommended that the following planning conditions are imposed on the permission, should it be granted. This advice is also consistent with that provided in relation to the application reference 4/01301/18/FUL.

#### Contaminated Land Conditions:

##### Condition 1:

(a) No development approved by this permission shall be commenced prior to the submission to, and agreement of the Local Planning Authority of a written preliminary environmental risk

assessment (Phase I) report containing a Conceptual Site Model that indicates sources, pathways and receptors. It should identify the current and past land uses of this site (and adjacent sites) with view to determining the presence of contamination likely to be harmful to human health and the built and natural environment.

(b) If the Local Planning Authority is of the opinion that the report which discharges condition (a), above, indicates a reasonable likelihood of harmful contamination then no development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

(i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;

(ii) The results from the application of an appropriate risk assessment methodology.

(c) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (b), above; has been submitted to and approved by the Local Planning Authority.

(d) This site shall not be occupied, or brought into use, until:

(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (c) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.

(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.

Condition 2:

Any contamination, other than that reported by virtue of Condition 1 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible;

	<p>a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informatives: The above conditions are considered to be in line with paragraphs 170 (e) &amp; (f) and 178 and 179 of the NPPF 2019.</p> <p>The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on <a href="http://www.dacorum.gov.uk">www.dacorum.gov.uk</a> by searching for contaminated land.</p>
<p>Hertfordshire Highways (HCC)</p>	<p>Decision</p> <p>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:</p> <p>CONDITIONS</p> <p>1. The development shall not be brought into use until the new vehicle crossovers have been constructed to the current specification of the Highway Authority and to the Local Planning Authority's satisfaction.</p> <p>Reason: In the interest of highway safety and amenity and to ensure the development makes adequate provision for on-site parking and manoeuvring of vehicles likely to be associated with its use.</p> <p>2. Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway.</p> <p>Reason: In the interest of highway safety.</p>

3. Prior to the first occupation of the development hereby permitted the proposed access and on-site car parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan drawing no LAS TR 05 and retained thereafter available for that specific use.

The Highway Authority would ask that the following note to the applicant be appended to any consent issued by the local planning authority:-

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

	<p><b>COMMENTS</b></p> <p>This application is for Demolition of existing bungalow to be replaced by the erection of a terraced row of four residential dwellings, to include all associated works.</p> <p><b>PARKING</b></p> <p>One on-site parking space per dwelling is proposed</p> <p><b>ACCESS</b></p> <p>Two double vxos are to be constructed onto Longfield Road. Longfield Road is an unclassified local access road with a speed limit of 30mph, so vehicles are not required to enter and exit the site in forward gear. There have been no accidents in the vicinity of the site in the last 5 years.</p> <p><b>CONCLUSION</b></p> <p>Hertfordshire County Council as Highway Authority considers the proposal would not have a severe residual impact on the safety and operation of the adjoining highways</p>
Trees & Woodlands	<p>There are no significant trees or landscape features worthy of protection and retention on this site. There is a collection of small ornamental trees including conifers and some fruit trees scattered throughout the rear gardens but none merit retention. The applicant has submitted a planting scheme with the arboricultural report which supports the application with a number of new Sorbus trees. I consider these are sufficient of a development of this size and consequently recommend approval.</p>

## APPENDIX B: NEIGHBOUR RESPONSES

### Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
13	4	0	4	0

### Neighbour Responses

Address	Comments
100 Longfield Road	We object to the proposal on the following grounds:

<p>Tring Hertfordshire HP23 4DE</p>	<p>1. The proposed development would see a further 3-4 public on street parking spaces removed. The parking situation on Longfield Road is already at capacity with cars frequently being double parked and parked half on the pavement, creating a dangerous environment on a street with numerous young families. This dangerous situation would no doubt be exacerbated by the proposed development. The creation of 4x 4 bedroom family homes would likely bring at least 8 (possibly more) additional vehicles to the street, plus associated visitors, guests etc. Whilst we acknowledge that some provision has been made for parking / garages we seriously question if this would be at all sufficient or utilised appropriately. Unless the council is to revise it's rules regarding converting front gardens into off street parking for existing properties, then we would be opposed to this and all future plans of this nature.</p> <p>2. The proposed plans are lacking some basic information. The size and exact location of the properties is unclear. Therefore we cannot assess the total impact of overshadowing on No. 98 and No.100, however from what we can see it appears both would be negatively affected. Just from the initial drawings it appears the proposed development would be considerably higher than neighbouring properties, which we believe will reduce light levels. Furthermore the level to which the privacy of these properties will be invaded by the proposed development is unclear.</p> <p>3. The style of the proposed development is not in keeping with the rest of the street or surrounding area. Longfield Road has numerous period properties dating back to the early 1900s which are predominantly 2 storey, semi-detached, cottage style dwellings. We believe Dacorum BC have stated that development sites adjacent to established housing dating from the first half of the 20th Century should " follow it's architectural themes, broad proportions and general design". It goes on to state "it should relate well in terms of the design, type, scale, bulk and layout of nearby and adjacent development". Importantly it adds that "height should not normally exceed 2 storeys". It is clear from the proposed plans that none of these criteria have been satisfied and thus we must object to the proposal.</p>
<p>98 Longfield Road Tring Hertfordshire HP23 4DE</p>	<p>Would like to make a further objection based on:</p> <p><b>LOSS OF PARKING</b></p> <p>The extensive driveways for the four terraces proposed will take away three valuable off-street parking spots. The entire frontage seems to be taken up by driveways. This is what I can ascertain from the limited plans and information required.</p> <p>I would like to object to the application on the following grounds:</p> <p>1. Lacking Information</p> <p>Summarised site plans do not show:</p>

	<ul style="list-style-type: none"> <li>- Heights and shadowing against my property 98 Longfield Rd. There should be measurements showing exact heights against the existing property.</li> <li>- Some schematics of where the rubbish will be stored.</li> <li>- Seems like there will be no windows on the side of properties that will affect neighboring property privacy. Could this be confirmed?</li> <li>- Vicinity of the property to my border. From the brief information I have it looks as though the terraces will be very close to the border.</li> <li>- Could it be confirmed the garaged car space is the appropriate width to fit a car. Many of the garages I see are more for storage and not adequate to fit a car.</li> </ul> <p>There should be further surveys outlining loss of light and lines of sights to understand any invasion of privacy.</p> <p>2. Avoid visual intrusion, loss of light/sunlight, loss of privacy and disturbance to the surrounding properties.</p> <ul style="list-style-type: none"> <li>- My greatest concern is there will now be a three story property right on the border of my property. It seems it is too close to the boundary and will affect light coming into the back of my property.</li> <li>- It would seem three terraces would be more reasonable for this size property to ensure there is adequate distance between boundaries and neighboring properties thus light would then not be affected.</li> </ul> <p>3. Housing density affecting the Street and parking:</p> <ul style="list-style-type: none"> <li>- I understand there will be two car spaces per property. One garaged and one off street parking. Could it be confirmed if the garaged car spot will truly be able to fit a standard car. Many of these developments only allow for storage in the garage?</li> <li>- The proposal requests 4 dwellings. With four dwellings comes further traffic and visitors requiring parking. Longfield road is at capacity there is no more room for off street parking. This development tips Longfield road over the edge in terms of density for the area.</li> </ul>
<p>Green Meadows Longfield Road Tring Hertfordshire HP23 4DF</p>	<p>Green Meadows, Longfield Road, HP23 4DF adjacent property to the proposed development.</p> <p>We would like to object on the following grounds:</p> <ol style="list-style-type: none"> <li>1. The proposed design is not in keeping with the rest of Longfield Road, either in terms of appearance or materials used. The appearance is that of a row of garages.</li> <li>2. The proposed design will mean that there will be a further loss of parking spaces in an already very crowded road. The current property has its own parking within the plot, neighbours are currently able to park outside 96, this will no longer be possible.</li> <li>3. Will people really want to store recycling bins inside their property? There is a strong possibility that bins will be stored on the front drive as there is no access to the rear of the middle properties.</li> </ol>

	<p>4. The design where cars are parked in tandem seems very inconvenient, it is likely that the garage will be converted to living accommodation. This will leave only one off-road parking space for a 3-4 bed house.</p> <p>5. This is overdevelopment of the site, there should be no need to build houses which have no rear access. There is really not room for 4 reasonable properties on this plot. A similar sized plot (no. 72) in the road was recently developed with 3 properties, of sympathetic design and having 6 external parking spaces.</p> <p>Other points:</p> <p>a) The artist's impression shows our property having a high fence and three tall trees. This gives the (erroneous) impression we will be screened from the development.</p> <p>b) The plans are lacking in detail regarding distance from adjacent properties, heights and sight lines.</p> <p>c) Some of the plans regarding elevations appear to be wrongly labelled. We weren't sure about the cycle cupboards - are they in the halls of the properties?</p>
<p>65 Longfield Road Tring Hertfordshire HP23 4DF</p>	<p>The front elevation of the proposed development is wholly out of keeping with the street scene, giving a bland, anonymous and wholly urban appearance, in a road largely characterised by late 19th/mid 20th century semi-detached housing, well separated and offering views out to the south between them. The design makes no attempt whatever to sympathise in terms of materials or stylistic elements with existing properties. The rear elevation design is not even shown. The incorporation of garages, with a single parking space directly in front, would be a big mistake, causing endless vehicle movements in order to extract cars from garages. The present building has off-road parking space with just one dropped kerb, leaving a number of on-street parking spaces. These would be entirely removed, to the detriment of existing residents. Whereas the present dwelling accommodates two cars, the proposal implies four, or eight, cars, adding to the considerable existing congestion in the road. The likelihood is that owners would very soon seek to convert the garages to domestic use.</p>