

ITEM NUMBER: 5b

21/01095/FUL	Proposed conversion of existing farmhouse to provide four number dwellinghouses with associated parking.	
Site Address:	Newground Farm House, Tring Road, Tring, Hertfordshire, HP23 5FR	
Applicant/Agent:	Bevangrace Ltd	Derek Kent Associates
Case Officer:	James Gardner	
Parish/Ward:	Wigginton Parish Council	Aldbury & Wigginton
Referral to Committee:	Contrary views of Aldbury Parish Council	

1. RECOMMENDATION

1.1 That planning permission be **DELEGATED** with a view to **APPROVAL** subject to appropriate assessment in accordance with article 6(3) of the Habitats Directive and securing a mitigation package to avoid any further significant effects on the Chilterns Beechwood Special Area of Conservation (SAC) through financial contributions secured by legal agreement.

2. SUMMARY

2.1 The application site is located within the Green Belt which is an area of development restraint. However, the proposal is acceptable on the basis that the extensions would not result in a disproportionate additions over and above the size of the original building, and that the re-use of the building would preserve the openness of the Green Belt and would not conflict with the purposes of including land within it.

2.2 Although within the Chilterns Area of Outstanding Natural Beauty, the extensions are considered to be sympathetic and would not be harmful to the natural beauty of the area.

3. SITE DESCRIPTION

3.1 The application site is located to the north of Tring Road and comprises of a two-storey brick-built former Farm House, which is believed to have been constructed during the interwar period.

4. PROPOSAL

4.1 Planning permission is sought for the construction of single-storey extensions and the conversion of the Farm House into four self-contained dwellings along with associated amenity areas and parking.

5. PLANNING HISTORY

Planning Applications:

5.1 20/03242/FUL - Demolition of existing single storey extension and conversion of existing farmhouse to provide five no. houses with associated parking.
Withdrawn - 15th December 2020

6. CONSTRAINTS

Area of Archaeological Significance: 23
Area of Outstanding Natural Beauty: CAONB outside Dacorum
CIL Zone: CIL1

Green Belt: Policy: CS5
Parish: Wigginton CP
RAF Halton and Chenies Zone: RAF HALTON: DOTTED BLACK ZONE
RAF Halton and Chenies Zone: Green (15.2m)
Parking Standards: New Zone 3
EA Source Protection Zone: 1
EA Source Protection Zone: 2
EA Source Protection Zone: 3

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 (2021)
Dacorum Core Strategy 2006-2031 (adopted September 2013)
Dacorum Borough Local Plan 1999-2011 (adopted April 2004) (Saved Policies)

Relevant Policies:

Dacorum Core Strategy

NP1 - Supporting Development
CS1 - Distribution of Development
CS5 - The Green Belt
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS24 – The Chilterns Area of Outstanding Natural Beauty
CS29 - Sustainable Design and Construction
CS35 – Community Infrastructure Levy

Dacorum Local Plan

Policy 97 – Chilterns Area of Outstanding Natural Beauty
Appendix 3 – Layout and Design of Residential Areas
Appendix 7 – Small-scale House Extensions

Supplementary Planning Guidance/Documents

Parking Standards Supplementary Planning Document (2020)
Chilterns Building Design Guide (2010)

9. CONSIDERATIONS

Main Issues

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 application is located within the Metropolitan Green Belt. The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

9.2 Policy CS5 of the Dacorum Core Strategy (2013) states that the Council will apply national Green Belt policy to protect the openness and character of the Green Belt, local distinctiveness and the physical separation of settlements. The policy further goes on to clarify that small-scale development – such as limited extensions to existing buildings and the appropriate reuse of permanent, substantial buildings - is acceptable provided that:

- i. It has no significant impact on the character and appearance of the countryside; and
- ii. It supports the rural economy and maintenance of the wider countryside.

9.3 Paragraph 149 of the National Planning Policy Framework (NPPF) states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt, but then goes on to list a number of exceptions. Of relevance is paragraph 149 (c):

“the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building”

Whether Proposal Would Result in Disproportionate Addition

9.4 Annex 2 of the NPPF defines the term *original building* as a building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

9.5 Planning records do not indicate that the dwelling has previously been extended. However, it is clear from historic OS mapping that a two-storey extension was constructed on the northern side of the site in 1960s / 70s, enlarging the dwelling by approximately 100m² (GEA). A single-storey rear extension with a floor area of some 16m² also appears to have been constructed at some point after 1948.

9.6 The amended plans propose the construction of modest single-storey extensions to the rear of the building, and the removal of the 16m² single-storey extension. Subtracting 116m² (the sum total of the pre-existing extensions mentioned above, which do not form part of the original building) from the existing floor plans gives a floor area of approximately 334m² (GEA), while the proposed floor area would be in the region of 460m² (GEA) – equating to an increase of approximately 37.72%. The increase would be 45.51% when comparing the original and proposed footprint.

9.7 The NPPF provides no specific definition of what is and is not a disproportionate addition, as this is essentially a matter of planning judgement based on the specific circumstances of each case. This notwithstanding, floor area, footprint and volume are helpful tools in forming a judgement as to proportionality. Volume is considered to be of more relevance where the proposed development is of two-storey construction or involves alterations to the roof.

9.8 Consideration also needs to be given to the provision of the sheds in the rear gardens of the respective units. In the case of *Sevenoaks District Council v Secretary of State for the Environment and Dawe* [1997], it was held that whether an outbuilding is treated as an extension to the dwelling is a matter of planning judgement. This is of particular relevance in the Green Belt where national policy does not specifically refer to outbuildings as being appropriate development. Having had regard to the close spatial relationship between the sheds and the dwellings, and the fact that they are likely to be used for storage of household goods and / or garden equipment, it is considered reasonable to recognise them as domestic adjuncts. It follows, therefore, that they would constitute an appropriate form of development; subject, that is, to the cumulative increase not being disproportionate.

9.9 According to drawing no. 1970/20/E, the sheds would have a combined floor area / footprint of around 27m², which then needs to be added to the figure of 460m² already referred to above. This would result in a total floor area of 487m² (or a 45.8% increase on the original). On balance, it is considered that this would not be disproportionate. Should Members take an alternative view, it is important to note that a similar or greater level of extension could be achieved by utilising permitted development rights. Accordingly, while a case for very special circumstances is not being advanced, it is considered that any harm to the Green Belt would be outweighed by the possibility of PD rights being utilised, which appears to be a reasonable prospect. Furthermore, the proposed development would also add three new dwellings to the borough's housing stock and bring an underutilised building back into full productive use.

Whether Proposal Would Preserve Openness of Green Belt

9.10 Paragraph 150 of the National Planning Policy Framework (NPPF) states that the re-use of buildings of permanent and substantial construction is appropriate in Green Belt terms provided it would preserve the openness of the Green Belt and not conflict with the purposes of including land within it.

9.11 In terms of whether the building is of permanent and substantial construction, it is noted that New Ground Farmhouse is a large brick-built dwelling which has existed since the inter-war period. It is clear, therefore, that, at almost 100 years old, it is of permanent and substantial construction.

9.12 It has been established that 'openness of the Green Belt' comprises both a visual and spatial element (*Turner v Secretary of State for Communities and Local Government* [2016]).

9.13 Case law (*Samuel Smith Old Brewery (Tadcaster) v North Yorkshire CC* [2018]) confirmed that "whether the development would 'preserve' the openness of the Green Belt" does not mean that a proposal can only be regarded as 'not inappropriate in the Green Belt' if the openness of the Green Belt would be left entirely unchanged; rather, the verb 'preserve' should be understood in the sense of "keep safe from harm" – rather than "maintain (a state of things)".

9.14 In terms of the factors which can be taken into account when considering the potential impact of development on the openness of the Green Belt, the National Planning Practice Guidance (NPPG), drawing on principles established by the courts in site-specific circumstances, identifies a number of matters which may need to be taken into account when forming a judgement. These include, but are not limited to:

- openness is capable of having both spatial and visual aspects – in other words, the visual impact of the proposal may be relevant, as could its volume;
- the duration of the development, and its remediability – taking into account any provisions to return land to its original state or to an equivalent (or improved) state of openness; and
- the degree of activity likely to be generated, such as traffic generation

9.15 It is noted that the subdivision of the current dwelling into 4 dwellings (a net increase of 3) would almost certainly increase the intensity of the residential use of the site. That said, the unit sizes are relatively modest, with only one dwelling (Unit 3) having more than two bedrooms. Domestic paraphernalia could effectively be limited by the removal of permitted development rights for outbuildings, and in the main, parking provision would be provided on the existing hard-surfaced areas of the site and shielded from wider Green Belt views. The new areas of hardstanding would be built at ground level and would not therefore result in any substantial physical built form above the existing surface. Furthermore, owing to existing mature landscaping and the set back from the road, the additional hardstanding would not be visible from either the A4251 or the wider Green Belt. In spatial terms, it is not considered that the additional areas of hardstanding would be harmful to the openness of the Green Belt owing to their limited total extent (approximately 115m²). Furthermore, given the inherent remediability of such works, they are not considered to be harmful and would ultimately preserve the openness of the Green Belt.

9.16 The second element that needs to be considered is whether the development would conflict with the purposes of including the land in question within the Green Belt.

9.17 Paragraph 138 of the NPPF state that the Green Belt serves five purposes:

- a. To check the unrestricted sprawl of large built-up areas;
- b. To prevent neighbouring towns merging into one another;
- c. To assist in safeguarding the countryside from encroachment;
- d. To preserve the setting and special character of historic towns; and
- e. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

9.18 Full consideration has been given to the above points. The re-use of the existing building would not result in the unrestricted sprawl of a large built-up area, would not result in neighbouring towns merging into one another; would not be at odds with safeguarding the countryside from encroachment (the application site is considered to be PDL); there are no historic towns in close proximity to the application site; and would not prejudice the recycling of derelict and other urban land.

9.19 Accordingly, the re-use of the New Ground Farm House and its re-purposing as four new dwellings is considered to preserve the openness of the Green Belt and, furthermore, would not conflict with the purposes of including land within the Green Belt.

CS5 Impact Assessment

9.20 Policy CS5 of the Dacorum Core Strategy requires an assessment to be made as to whether proposed development would have a significant impact on the character and appearance of the countryside, while requiring development to support the rural economy.

9.21 In terms of the first bullet point, it is important to note that that “significant impact” is a high bar. In this context, “significant” is taken to mean *relatively large in amount or quantity* (<https://www.dictionary.com/browse/significant>). However, in having regard to the impact of any development, it must be right that the existing state of affairs be taken into account and form a baseline against which subsequent development will be judged.

9.22 Therefore, given the modest nature of the extensions and their single-storey construction, and the relatively limited level of additional hardstanding required to facilitate the use of the site for four

dwellings, it is not considered that the proposal would have a significant impact on the character and appearance of the countryside.

9.23 It is considered that some modest benefits would accrue to the rural economy during the construction process. Indeed, it is not unreasonable to assume that local contractors would be used to construct the extensions; or, failing this, that materials would be sourced from local providers.

9.24 In summary, the development is in full accordance with Policy CS5.

Conclusion

9.25 There are two distinct elements to the Green Belt assessment in respect of this application. Firstly, whether the proposed extensions would be proportionate and thus fall within the ambit of paragraph 149 of the NPPF. Secondly, whether the re-use of the existing on-site building would preserve the openness of the Green Belt and conflict with the purposes of including land within it.

9.26 In terms of the first element, following a comparison of the size of the original building; that is, the building as it existed on 1 July 1948, and the size it would be should this application be approved, it is considered that the extensions over and above the size of the original building would not be disproportionate. As such, they would represent appropriate development in the Green Belt.

9.27 Turning to the question of whether the re-using the building would preserve the openness of the Green Belt and conflict with the purposes of including land within it, regard has been had to the ability of the local planning authority to remove permitted development rights for extensions / outbuildings and alterations and the limited areas of additional hardstanding, most of which would not be visible, needed to facilitate the re-use of the building. In summary, as a matter of planning judgement, it is considered that the openness of the Green Belt would be preserved and that there would be no conflict with the purposes of including land within it. It follows that the second element of the Green Belt assessment would also be acceptable.

Quality of Design / Impact on Visual Amenity

9.28 Policies CS11 and CS12 of the Dacorum Core Strategy seek to ensure that, inter alia, development preserves attractive streetscapes, avoids large areas dominated by car parking, integrates with the streetscape character, and respects adjoining properties in terms of layout, scale, height etc.

9.29 Appendix 7 of the Dacorum Local Plan, meanwhile, provides more specific design guidance in respect of extensions to existing dwellings. In particular, it states that extensions should harmonise with the original character and appearance of the house in terms of scale, roof form, window design and external finishes.

9.30 The elevations of the extensions are shown on drawing nos. 1970/24a and 1970/25a. Matching brick and roof tiles are proposed to be utilised, which is welcomed and considered appropriate. The roofs of the extensions are predominantly of hipped construction and would thus respect the design of the main roof. In addition, the variation in the heights of the roofs of the extensions would provide some welcomed variation and be in keeping with the a-symmetric form of the existing rear elevation.

9.31 The extensions are located to the rear of the site and would not be visible from the public realm so would have no discernible impact on the street scene.

9.32 In terms of the general quality of the design, the plans originally submitted in support of this application were amended. The plans before Members are the outcome of discussions between the Planning Officer and the agent. By way of background, concerns

were raised regarding the outlook from the sitting room and bedroom of Unit C; which, as a result of the unfavourable aspect and the close proximity of a large two-storey projection (and existing single-storey projection), would have been poor, contrary to paragraph 130 of the NPPF. Furthermore, concerns were raised in respect of Unit B, whose ground floor largely consisted of circulation space. In response, the current plans have been amended as follows:

- Unit B Extension altered to single-storey and repositioned, taking it 1.5m away from the boundary with Unit C. Depth reduced from 3.6m to 3m. Internal layout changed to introduce a breakfast room at ground floor, thus providing a larger hall with coats, staircase and WC; at first floor the bedroom has been repositioned and the unit reduced from a 3-bed to 2-bed.

- Unit C Existing single storey extension repositioned and replaced with an extension to the kitchen of 1.8m, lining up with the existing exterior wall to Units A & B. Addition of a 1m deep single storey extension to the living room. These, together with the reductions to Unit B, ensure the outlook from the living room and bedrooms of Unit C is not interfered with.

9.33 It is considered that the amendments referred to above have addressed the issues regarding the quality of the development for future occupiers.

Impact on Chilterns Area of Outstanding Natural Beauty

9.34 The site is located within Chilterns Area of Outstanding Natural Beauty (AONB); therefore, in addition to the high design standards sought by the NPPF, as well as the guidance found in Appendix 7 of the Dacorum Local Plan, a higher standard of design is ultimately required.

9.35 Paragraph 176 of the NPPF advises that great weight should be given to conserving and enhancing Areas of Outstanding Natural Beauty, which are stated to have the highest status of protection.

9.36 Section 85 (1) of the Countryside and Rights of Way Act put a legal requirement on public bodies to have regard to the purposes of conserving and enhancing the natural beauty of the area.

9.37 Local planning policy – i.e. Policy CS24 of the Dacorum Core Strategy - requires development to have regard to the policies and actions set out in the Chilterns Conservation Board's Management Plan and to support the principles set out within the Chilterns Building Design Guide. Policy 97 of the Dacorum Local Plan also remains relevant and advocates the sympathetic siting and design of structures, with colours and materials fitting in with the traditional character of the area.

9.38 The Chilterns Building Design Guide does not provide any specific advice on extensions to existing dwellings; rather, its primary focus is on achieving sympathetically-designed new development, as well as ways in which redundant farm buildings can be converted. The guidance in Policy 97 is therefore more relevant.

9.39 New Ground Farm House is not the archetypal Chilterns building, being fairly substantial in scale, not utilising red brick and opting for the use of the far less common hipped roof as opposed to a gable roof. In order to avoid incongruity, it is considered that, rather than attempt to employ materials more traditional to the Chilterns, the use of matching materials would be more appropriate. This is what is proposed by the application.

9.40 As the site is already in a residential use - unlike, say, a barn, stable or other redundant rural building – the proposed development would not change the character of this part of the AONB to any appreciable degree. It is acknowledged that, in certain isolated areas, the domestication of a site

could be harmful to the local character. Although the intensity with which the site is used will increase, the proposal as a whole is modest and would not harm the special qualities of the AONB.

Amenity Space

9.41 In accordance with Appendix 3 of the Dacorum Local Plan, all residential development is required to provide private open space for use by residents whether the development be houses or flat, with private gardens normally being positioned to the rear of the dwelling and having an average minimum depth of 11.5 metres. The proposed block plan indicates that the gardens of the new dwellings would all have garden depths in excess of 15 metres. What is more, the widths are such that the gardens could be used for a range outdoor pursuits.

9.42 Overall, the level of amenity space is considered acceptable and would provide a good level of amenity for future residents.

9.43 Should planning permission be granted, a condition will be included to require the garden areas to be provided prior to first occupation of the dwellings.

Conclusion

9.44 Pursuant to Section 85 (1) of the Countryside and Rights of Way Act, it is considered that the proposal would conserve the natural beauty of the Chilterns Area of Outstanding Natural Beauty.

9.45 The proposal would also accord with Policies, CS11, CS12 and CS24 of the Dacorum Core Strategy and Policy 97 and Appendix 3 of the Dacorum Local Plan.

Impact on Residential Amenity

9.46 Policies CS12 of the Dacorum Core Strategy seeks to ensure that, amongst other things, development avoids visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to surrounding properties.

9.47 Appendix 3 of the Dacorum Local Plan states that minimum distances of 23m between the main rear wall of a dwelling and the main wall (front or rear) of another should be met to ensure privacy, and that this distance may be increased depending on character, level and other factors.

9.48 The windows on the rear elevation would face the side elevation of no. 4 Chiltern Hills Close and the rear elevation of no. 2 Chiltern Hills Close. This is a pre-existing relationship which would not be materially altered by the proposal: although extensions are proposed, these are at ground floor level only and, as a result, would not result in any greater degree of overlooking. For the sake of thoroughness, however, the distance between the first floor of New Ground Farm House and the aforementioned dwellings in Chiltern Hills Close is approximately 37m and 42m, respectively. Whilst it is true that built development at ground floor level would move marginally closer to the dwellings in Chiltern Hills Close, a substantial distance would remain and views would continue to be circumscribed by intervening features such as boundary fencing.

9.49 The development would therefore comply with Policy CS12 of the Dacorum Core Strategy and Appendix 3 of the Dacorum Local Plan.

Impact on Highway Safety and Parking

9.50 Policy 51 of the Dacorum Local Plan states that the acceptability of all development proposals will be assessed specifically in highway and traffic terms and should have no significant impact upon:

- the nature, capacity and use of the highway network and its ability to accommodate the traffic generated by the development; and
- the environmental and safety implications of the traffic generated by the development.

9.51 Policy CS12 of the Dacorum Core Strategy states that development should, amongst other things provide a safe and satisfactory means of access for all users and provide sufficient parking and sufficient space for servicing.

Highway Safety / Capacity

9.52 The Highway Officer has confirmed that the visibility splay shown on drawing number 1970/SL-A is acceptable.

Manoeuvrability

9.53 Swept path analysis (see drawing no. 21.93 – 001 Rev. A) indicated that a 10.2m vehicle would not have been able to successful turn within the site without striking an existing fence. In response, the existing gravelled access is now proposed to be widened by approximately 0.25m in one section and the fence re-located, thereby ensuring sufficient manoeuvrability within the site.

9.54 It is also noted that the existing access is to be widened in order to facilitate the refuse freighter turning area. It is recommended that a condition requiring the access to be widened prior to first occupation of the new units be included with any grant of planning permission.

Parking Provision

9.55 The Parking Standards Supplementary Planning Document was formally adopted on 18th November 2020 and advocates the use of a ‘parking standard’ (rather than a maximum or minimum standard), with different levels of standard in appropriate locations and conditions to sustain lower car ownership.

9.56 Section 6 of the Parking Standards Supplementary Planning Document states that:

The starting principle is that all parking demand for residential development should be accommodated on site; and the requirements shown are ‘standards’ - departures from these will only be accepted in exceptional cases, when appropriate evidence is provided by the agent/developer for consideration by the Council, and the Council agrees with this assessment.

....

Different standards for C3 use are provided as set out in the table in Appendix A, based on the three accessibility zones referred to in section 4.8 and shown in Appendix B.

9.57 The application site is located within Accessibility Zone 3 wherein the expectation is that the following parking provision would be achieved:

2 bedrooms	Allocated	1.5
	Unallocated	1.2
3 bedrooms	Allocated	2.25
	Unallocated	1.8

9.58 The proposal would result in the formation of 3 x two bedroom dwellings and 1 three bedroom dwelling, giving rise to parking standard of 7 (6.75 rounded the nearest whole number).

9.59 Drawing no. 1970-20 E indicates that a total of 12 car parking spaces are to be provided – eight for the dwellings and four for visitors. As per the Parking standards SPD, since the level of parking provision is in excess of the standard, the overprovision should be justified.

9.60 The Parking Standards SPD is clear that the departures from the standard should be the exception and robustly justified by way of reference to one or more of the seven exceptions set out at paragraph 6.10 of the document. However, none of the exceptions appear to be relevant to a situation where there would be an overprovision of parking.

9.61 In this instance, given the distance of the application site from the nearest shops and services, and the relatively hostile pedestrian environment, it is considered that a convincing argument can be made for overprovision of parking on this occasion.

Electric Vehicle Charging

9.62 The Parking Standards SPD required the provision of one active charger for each residential dwelling.

9.63 Whilst it is acknowledged that the site plan refers to vehicle charging points being made available to spaces A1, B1, C1 & D1, no details have been provided as to the specific chargers proposed to be used. As there is a minimum standard for chargers, this is a matter that requires further clarification.

9.64 It is recommended that a condition requiring details of EV charging provision be included with any grant of planning permission.

Other Material Planning Considerations

Chiltern Beechwood Special Area of Conservation

9.65 Following a letter from Natural England on the 14th March and publication of the Footprint Ecology Report, the Council is unable to grant permission for planning applications which result in a net gain of dwellings located within the zone of influence of the Chilterns Beechwoods Special Area of Conservation (CBSAC) until an appropriate assessment of the scheme can be undertaken and appropriate mitigation secured to offset the recreational pressures and adverse effects of new development to the CBSAC.

9.66 The Council is working with Natural England and other relevant partners to agree a mitigation strategy and, once adopted, this will enable the Council to carry out their legal duties and grant residential development in the Borough. Once adopted, the mitigation strategy is likely to require financial contributions from developers to mitigate the additional recreational pressure placed on Ashridge Common and Tring Woodlands as a standard contribution per dwelling.

9.67 However, at this time, in the absence of a mitigation strategy, there is insufficient evidence to allow the Council to rule out that the development would not cause additional recreational pressure to the CBSAC and that its impacts, whether alone or in combination, could be avoided or mitigated so as to ensure that the integrity of the SAC would be preserved. However, the council should continue to work pro-actively in reaching a resolution on planning applications subject to securing the above.

9.68 Therefore, should Members be minded to approve the application, it is proposed that the decision be held in abeyance until such time as a mitigation strategy has been agreed and the Council can thereafter satisfy its legal duties under the Conservation of Habitats and Species Regulations 2019 (as amended).

Contaminated Land

9.69 The Council's Scientific Officer has not recommended the inclusion of any contaminated land conditions.

Road Noise

9.70 The Council's Environmental Health Officer has identified a potential issue with regard to excessive noise and disturbance from the nearby A41 and A4251 and has recommended the inclusion of a condition requiring the submission of an acoustic assessment and the installation of appropriate mitigation prior to first occupation of the new units. Should planning permission be granted, it is recommended that an appropriately worded condition be included.

Archaeology

9.71 The County Archaeologist has confirmed that, given the size of the extensions, it is considered unlikely that there would be significant impact on heritage assets of archaeological value.

Impact on Trees and Landscaping

9.72 There would be no significant impacts.

Community Infrastructure Levy (CIL)

9.73 This application is not CIL liable.

Planning Obligations

9.74 As outlined in the Chiltern Beechwood section of the report above, should Members resolve to grant planning permission, it is recommended that this be on the basis that a financial contribution in respect of ecological mitigation is secured by way of a legal agreement.

10. CONCLUSION

10.1 The development has been assessed against Green Belt policy and is considered to be appropriate development.

10.2 The proposed extensions are sympathetic to the character and appearance of the dwelling and the Chilterns AONB.

10.3 Parking provision is in excess of what would ordinarily be required; however, as the application site is not highly sustainable, on balance, it is considered that an argument can be made in favour of greater levels of parking.

10.4 All the residential dwellings would have a level of private amenity space commensurate with their size.

10.5 Having considered the potential impact on the nearest residential dwellings at Chiltern Hills Close, it is considered that they would not suffer any adverse effects in respect of residential amenity if this development were to proceed.

10.6 In terms of highway safety, the Highway Authority have confirmed that they have no objections subject to the inclusion of two conditions – one relating to the retention of visibility splays, and the other in relation to a Construction Management Plan. The visibility splay condition cannot be included, since this would not meet the test of enforceability and is not necessary: the visibility splay

extends across land not in the applicant's ownership for a considerable distance and, secondly, the only way in which the splay could conceivably be impinged upon would be if the boundary fence were re-positioned hard up to the highway. This would, in and of itself, require planning permission and would be unlikely to be approved.

10.7 Subject to a condition requiring acoustic mitigation, acceptable levels of amenity can be achieved for future occupiers.

11. RECOMMENDATION

11.1 That planning permission be **DELEGATED** with a view to **APPROVAL** subject to appropriate assessment in accordance with article 6(3) of the Habitats Directive and securing a mitigation package to avoid any further significant effects on the Chilterns Beechwood Special Area of Conservation (SAC) through financial contributions secured by legal agreement.

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

**1970/20E
1970/21A
1970/23A
1970/24A
1970/25A**

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

- 3. The materials to be used in the construction of the external surfaces of the extensions hereby permitted shall match the existing building in terms of size, colour and texture.**

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

- 4. The access and parking arrangements shown on drawing no. 1970/20E shall be provided in full prior to first occupation of the residential units hereby approved and thereafter permanently retained.**

Reason: To ensure an acceptable level of parking and in the interests of highway safety, in accordance with Policy CS12 of the Dacorum Core Strategy (2013), the Dacorum Parking Standards SPD (2020) and Policy 51 of the Dacorum Local Plan (2004).

- 5. Notwithstanding the details shown on drawing no. 1970/20E, the dwellings hereby approved shall not be occupied until details of the layout and siting of Electric Vehicle Charging Points (including the specific specification), and any associated**

infrastructure have been submitted to and approved in writing by the local planning authority.

The development shall not be occupied until the Electric Vehicle Charging Points have been provided in accordance with the approved particulars.

Reason: To ensure that adequate provision is made for the charging of electric vehicles in accordance with Policies CS8, CS12 and CS29 of the Dacorum Borough Core Strategy (2013) and the Car Parking Standards Supplementary Planning Document (2020).

6. **a) The dwellings hereby approved shall not be occupied until a noise assessment and report has been submitted to and approved in writing by the local planning authority. The report shall include a scheme for the sound insulation of the development including walls, roof, glazing and associated ventilation and provision for the protection of external amenity spaces as necessary. The scheme shall demonstrate compliance with the levels detailed in table 4 detailed in section 7.7.2 of BS8233:2014 Guidance on sound insulation and noise reduction for buildings. Any works which form part of the scheme shall be completed in accordance with the approved details before the dwellings are occupied.**

b) The ventilation system shall meet the minimum background ventilation requirements of the Building Regulations 2000 Approved Document F "Ventilation". The system should also take account of the Association of Noise Consultants, Acoustics Ventilation And Overheating Residential Design Guide Jan 2020 Version1.1

Reason: To ensure that residents of the dwellings are afforded an acceptable level of amenity and protected from noise and disturbance, in accordance with Paragraphs 130 (f), 174(e) and 185 (a) of the National Planning Policy Framework.

7. **No development shall commence until a Construction Management Plan (or Construction Method Statement) has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan:**

The Construction Management Plan / Statement shall include details of:

- a. Construction vehicle numbers, type, routing;**
- b. Access arrangements to the site;**
- c. Traffic management requirements**
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);**
- e. Siting and details of wheel washing facilities;**
- f. Cleaning of site entrances, site tracks and the adjacent public highway;**
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;**
- h. Provision of sufficient on-site parking prior to commencement of construction activities;**
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;**
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;**
- k. Phasing Plan.**

Reason: In the interests of highway safety, in accordance with Policy CS12 of the Dacorum Core Strategy (2013) and Policy 51 of the Dacorum Local Plan (2004).

8. **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (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, Class E

Reason: To enable the Local Planning Authority to preserve the openness of the Green Belt by preventing the unrestricted proliferation of residential outbuildings pursuant to paragraph 150 of the NPPF.

9. **Prior to the construction of the sheds identified on drawing no. 1970/20/E, metrically scaled floor plans and elevations of the respective sheds shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.**

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS11, CS12 and CS24 of the Dacorum Core Strategy (2013).

10. **Prior to first occupation of the dwellings hereby approved, the rear / side amenity areas shall be provided and laid out in accordance with drawing no. 1970/20E and thereafter permanently retained.**

Reason: In order to ensure that the dwellings have (and retain) retain sufficient amenity space, in accordance with Policy CS12 of the Dacorum Core Strategy and saved Appendix 3 of the Dacorum Local Plan.

11. **Notwithstanding the details shown on drawing no. 1970/20E, no construction above slab level shall take place until full details of both hard and soft landscape works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:**

- **all external hard surfaces within the site;**
- **other surfacing materials;**
- **means of enclosure;**
- **soft landscape works including a planting scheme with the number, size, species and position of trees, plants and shrubs;**
- **minor artefacts and structures (e.g. furniture, play equipment, signs, refuse or other storage units, etc.); and retained historic landscape features and proposals for restoration, where relevant.**

The planting 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 3 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 similar 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).

Informatives:

1. 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.
2. 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.
3. The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.
4. Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.

As a guideline, the following hours for noisy works and/or deliveries should be observed: Monday to Friday, 7.30am to 5:30pm, Saturday, 8am to 1pm, Sunday and bank holidays - no noisy work allowed.

Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to Environmental and Community Protection Team ecp@dacorum.gov.uk or The Forum, Marlowes, Hemel Hempstead, HP1 1DN. Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.

Works audible at the site boundary outside these hours may result in the service of a Notice restricting the hours as above. Breach of the notice may result in prosecution and an unlimited fine and/or six months imprisonment.

5. 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.
6. Under no circumstances should waste produced from construction work be incinerated on site. This includes but is not limited to pallet stretch wrap, used bulk bags, building materials,

product of demolition and so on. Suitable waste management should be in place to reduce, reuse, recover or recycle waste product on site, or dispose of appropriately.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Parish/Town Council	OPPOSE - As per the previous application, access is coming off a fast road, on a bend with no passing lane.
Parish/Town Council	Objection.
Thames Water	<p>WASTE:</p> <p>Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer networks.</p> <p>Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p>

	<p>WATER:</p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at https://www.gov.uk/government/publications/groundwater-protection-position-statements) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p>
<p>Hertfordshire Property Services (HCC)</p>	<p>10/05/2021</p> <p>Thank you for your email regarding the above mentioned planning application.</p> <p>Hertfordshire County Council's Growth & Infrastructure Unit do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within your CIL zone and does not fall within any of the CIL Reg123 exclusions. Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.</p> <p>We therefore have no further comment on behalf of these services, although you may be contacted separately from our Highways Department.</p> <p>Please note this does not cover the provision of fire hydrants and we may contact you separately regarding a specific and demonstrated need in respect of that provision.</p> <p>I trust the above is of assistance if you require any further information please contact the Growth & Infrastructure Unit.</p>
<p>Hertfordshire Highways (HCC)</p>	<p>23/03/2021</p> <p>The proposal is for the proposed conversion of existing farmhouse to provide four number dwellinghouses with associated parking at</p>

	<p>Newground Farm House, Tring Road, Tring. Tring Road is a 60 mph principle A main distributor route. As Tring road is a 60 mph main distributor route, there is a few things that HCC Highways need clarifying before any recommendation is made. I would start by noting that new access onto main distributor routes are not permitted as per guidance within HCC Design guide section 4. However, the proposal has an existing access onto Tring Road which was for one dwelling. The new proposal is for 4 dwellings which considering the adjacent highway and existing guidelines is considered an intensification of the previous access. Therefore, I would like to draw your attention to DMRB stating that 60 mph routes need a visibility splay of 4.5 m x 215 metres either side. This will need to be illustrated for the existing access owing to the increase of dwellings for the existing access. There is concerns that currently the access is inadequate for the adjacent highway network and therefore these concerns will need to be addressed.</p> <p>HCC Highways has additional concerns regarding if large vehicles such as fire appliances and refuge vehicles can manoeuvre on site to enter and exit the highway network in forward gear which is required. From drawing 1970/20 there is concerns that when all cars are parked, the manoeuvre of a 11 metre fire appliance cannot be achieved. Therefore, HCC Highways requires a swept path for a fire appliance to ensure that large vehicles can manoeuvre on site as per HCC Design guide. Once these have been provided to HCC Highways, then we can fully investigate the site and give a recommendation to Dacorum Borough Council</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Having reviewed the documents submitted in support of the above application and the ECP Team records I am able to confirm that there is no objection to the proposed development and no requirement for land contamination conditions.</p> <p>Given that the application site is a brownfield site, albeit an existing residential property, it is recommended that the following land contamination informatives are included on any permission that might be granted.</p> <p>Contaminated Land Informative 1: In the event that contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority with all works temporarily suspended until a remediation method statement has been agreed. This is because the safe development and secure occupancy of the site lies with the developer.</p> <p>Contaminated Land Informative 2: Materials or conditions that may be encountered at the site and which</p>

	<p>could indicate the presence of contamination include, but are not limited to:</p> <p>Soils that are malodorous, for example a fuel odour or solvent-type odour, discoloured soils, soils containing man-made objects such as paint cans, oil/chemical drums, vehicle or machinery parts etc., or fragments of asbestos or potentially asbestos containing materials. If any other material is encountered that causes doubt, or which is significantly different from the expected ground conditions advice should be sought.</p> <p>Please let me know if you have any questions about this advice.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Thank you for your consultation on the above planning application. I have reviewed the details and information provided. I understand the application is for the conversion of existing farmhouse to provide four number dwelling houses with associated parking.</p> <p>The site is close to the A41 and A4251, reference to DEFRA's strategic noise maps indicates that the development site is within 60-65dB LAeq,16hour day and 50-60dB LAeq,8hour night- time road traffic noise contours and therefore, will be subject to relatively high levels of transportation noise impact.</p> <p>It is considered that internal noise can be mitigated through design and building construction, external amenity spaces are likely to above guideline levels and therefore the development should be designed to achieve the lowest practicable noise levels in these external amenity spaces.</p> <p>I therefore do not have any in principle objections subject to the following condition being attached to any consent which may be granted.</p> <p>Noise Protection Scheme</p> <p>a) Prior to the first occupation of the proposed development, a noise assessment and report shall be submitted to and approved by the LPA. The report shall include a scheme for the sound insulation of the development including walls, roof, glazing and associated ventilation and provision for the protection of external amenity spaces as necessary.</p> <p>The scheme shall demonstrate compliance with the levels detailed in table 4 detailed in section 7.7.2 of BS8233:2014 Guidance on sound insulation and noise reduction for buildings. Any works which form part of the scheme shall be completed in accordance with the approved details before the dwellings are occupied"</p> <p>b) BS8233 also recommends that regular individual noise events can</p>

	<p>cause sleep disturbance.. Noise events (measured with F time-weighting should not normally exceed 45dB LAmax several times in any one hour during the night (23.00-07.00)</p> <p>c) The ventilation system shall meet the minimum background ventilation requirements of the Building Regulations 2000 Approved Document F "Ventilation". The system should also take account of the Association of Noise Consultants, Acoustics Ventilation And Overheating Residential Design Guide Jan 2020 Version1.1</p> <p>d) Amenity Spaces - The acoustic environment of external amenity should ideally not be above the range 50 - 55dB LAeq,16hr. It will therefore, be necessary to provide further physical mitigation such as an acoustic noise barrier to the communal garden area in order to achieve the lowest practicable noise levels.</p>
<p>Conservation & Design (DBC)</p>	<p>18/05/2021</p> <p>The existing farmhouse appears to have been constructed in the early 20th century probably either just before WW1 or in the early 1920s. It does not appear on the 1901 OS map but is in position in the 1924 map. It is clear from this that a 2 storey extension was constructed to the northern side away from the main road. This does not appear on the 1962 map and therefore presumably dates from the 1960s/ 70s. Although in a matching style it has slightly unbalanced the main fa�ade.</p> <p>We welcome the redesign of the building and believe that it now respects the character of the original building. As such provided that the materials used match existing we would not object to the proposals.</p> <p>Recommendation: We would not object to the proposals. External materials and finishes of extensions and alterations to match the existing. Hard and soft landscaping subject to approval.</p>
<p>Archaeology Unit (HCC)</p>	<p>The current proposal appears to reduce the size of the extension compared with 4/20/3242/FUL. Therefore in this instance given the size of the extension, we consider that the development is unlikely to have a significant impact on heritage assets of archaeological interest, and we have no comment to make upon the proposal.</p>
<p>Hertfordshire Property Services (HCC)</p>	<p>27/04/2022</p> <p>Response by HCC's Growth & Infrastructure Unit to Proposed conversion of existing farmhouse to provide four number dwellinghouses with associated parking. At Newground Farm House Tring Road Tring Hertfordshire HP23 5FR</p>

	<p>Hertfordshire County Council's Growth & Infrastructure Unit do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within your CIL zone and does not fall within any of the CIL Reg123 exclusions. Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure as outlined in your R123 List through the appropriate channels.</p> <p>We therefore have no further comment on behalf of these services, although you may be contacted separately from our Highways Department.</p> <p>PLEASE NOTE: For applications including the provision of eleven or more units or the provision of new employment space, please consult the Hertfordshire Fire and Rescue Service Water Officer directly at water@hertfordshire.gov.uk, who may request the provision of fire hydrants through a planning condition.</p> <p>I trust the above is of assistance if you require any further information please contact the Growth & Infrastructure Unit.</p>
<p>Hertfordshire Highways (HCC)</p>	<p>07/05/2021</p> <p>The proposal is for an amendment regarding the proposed conversion of the existing farmhouse to provide four number dwellinghouses with associated parking at Newground Farm House, Tring Road, Tring. Tring Road is a 60 mph principle A main distributor route. HCC previously commented on this application asking for more information regarding the site. The applicant has provided HCC Highways with drawing 1970/20A (a new site plan) with changes to the location of bin collection and a turning head to allow large vehicles to turn on site. As stated before, owing to the classification and speed of the adjacent highway, HCC Highways deems that the construction of 4 dwellings off of an access for one dwelling is an intensification of use. As such we asked for an illustration of visibility splays measuring 2.4 x 215 metres either side. This has not yet been illustrated on any drawings. We also requested a swept path illustrating that a large fire appliance can turn on site. Although a turning head has been included, there has been no inclusion of a swept path analysis for said large fire appliance.</p> <p>Therefore, HCC Highways would like to reiterate our request for both a swept path and visibility splays for the current access on safety grounds. This access is considered to be an intensification of use considering the 4x more trips associated with 4 dwellings than 1. Therefore, to fully ensure that the site is safe for use, we require the aforementioned plans to make an informed decision.</p>

Parish/Town Council	The Parish Council objects to this planning application based on dangerous access.
Thames Water	<p>Waste Comments</p> <p>Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer networks.</p> <p>Thames Water recognises this catchment is subject to high infiltration flows during certain groundwater conditions. The developer should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection, however care needs to be taken when designing new networks to ensure they don't surcharge and cause flooding. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services.</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments</p> <p>The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources.</p>

	<p>The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at https://www.gov.uk/government/publications/groundwater-protection-position-statements) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>
<p>Conservation & Design (DBC)</p>	<p>27/04/2022</p> <p>We confirm that our previous comments relating to the amended plan and that the proposals are acceptable. We would not object to these proposals. External materials and detailing to match the existing.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>04/05/2022</p> <p>With reference to the above planning application, please be advised Environmental Health would like to re-iterate the comments made by a previous colleague Chris Hurst and request that these comments are applied to the current application.</p> <p>APP ref. no. R675858 Planning case no. 21/01095/FUL Property concerned Newground Farm House Tring Hertfordshire HP23 4LW Further details Proposal: Proposed conversion of existing farmhouse</p> <p>Planning officer Mr James Gardner From Chris Hurst Date 22/03/2021</p> <p>Response Summary</p> <p>The site is close to the A41 and A4251, reference to DEFRA's strategic noise maps indicates that the development site is within 60-65dB LAeq,16hour day and 50-60dB LAeq,8hour night- time road traffic noise</p>

contours and therefore, will be subject to relatively high levels of transportation noise impact.

It is considered that internal noise can be mitigated through design and building construction, external amenity spaces are likely to be above guideline levels and therefore the development should be designed to achieve the lowest practicable noise levels in these external amenity spaces.

I therefore do not have any in principle objections subject to the following condition being attached to any consent which may be granted.

Noise Protection Scheme

a) Prior to the first occupation of the proposed development, a noise assessment and report shall be submitted to and approved by the LPA. The report shall include a scheme for the sound insulation of the development including walls, roof, glazing and associated ventilation and provision for the protection of external amenity spaces as necessary. The scheme shall demonstrate compliance with the levels detailed in table 4 detailed in section 7.7.2 of BS8233:2014 Guidance on sound insulation and noise reduction for buildings. Any works which form part of the scheme shall be completed in accordance with the approved details before the dwellings are occupied"BS8233 2014: Table 4 - Indoor ambient noise levels for dwellings

b) BS8233 also recommends that regular individual noise events can cause sleep disturbance.. Noise events (measured with F time-weighting should not normally exceed 45dB LAmax several times in any one hour during the night (23.00-07.00)

c) The ventilation system shall meet the minimum background ventilation requirements of the Building Regulations 2000 Approved Document F "Ventilation". The system should also take account of the Association of Noise Consultants, Acoustics Ventilation And Overheating Residential Design Guide Jan 2020 Version1.1

d) Amenity Spaces - The acoustic environment of external amenity should ideally not be above the range 50 - 55dB LAeq,16hr. It will therefore, be necessary to provide further physical mitigation such as an acoustic noise barrier to the communal garden area in order to achieve the lowest practicable noise levels.

However I would also recommend the application is subject to informatives for waste management and construction working hours with Best Practical Means for dust, which we respectfully request to be included in the decision notice.

	<p><u>Working Hours Informative</u> Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.</p> <p>As a guideline, the following hours for noisy works and/or deliveries should be observed: Monday to Friday, 7.30am to 5:30pm, Saturday, 8am to 1pm, Sunday and bank holidays - no noisy work allowed.</p> <p>Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to Environmental and Community Protection Team ecp@dacorum.gov.uk or The Forum, Marlowes, Hemel Hempstead, HP1 1DN. Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.</p> <p>Works audible at the site boundary outside these hours may result in the service of a Notice restricting the hours as above. Breach of the notice may result in prosecution and an unlimited fine and/or six months imprisonment.</p> <p><u>Construction Dust Informative</u> 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.</p> <p><u>Waste Management Informative</u> Under no circumstances should waste produced from construction work be incinerated on site. This includes but is not limited to pallet stretch wrap, used bulk bags, building materials, product of demolition and so on. Suitable waste management should be in place to reduce, reuse, recover or recycle waste product on site, or dispose of appropriately.</p>
Hertfordshire Property Services (HCC)	<p>01/04/2021</p> <p>Hertfordshire County Council's Growth & Infrastructure Unit do not have any comments to make in relation to financial contributions required by the Toolkit, as this development is situated within your CIL zone. Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure through the appropriate channels. We therefore have no further comment on behalf of these services, although you may be contacted</p>

	<p>separately from our Highways Department.</p> <p>PLEASE NOTE: Please consult the Hertfordshire Fire and Rescue Service Water Officer directly at water@hertfordshire.gov.uk, who may request the provision of fire hydrants through a planning condition. I trust the above is of assistance if you require any further information please contact the Growth & Infrastructure Unit</p>
<p>Hertfordshire Highways (HCC)</p>	<p>04/05/22</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>1) Provision of Visibility Splays - Dimensioned on Approved Plan</p> <p>Prior to the first use of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved drawing number 1970/SL-A. The splay shall thereafter be retained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.</p> <p>Reason: To ensure that the level of visibility for pedestrians, cyclists and vehicles is satisfactory in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>2) Construction Management Plan / Statement</p> <p>No development shall commence until a Construction Management Plan (or Construction Method Statement) has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Plan / Statement shall include details of:</p> <ol style="list-style-type: none"> a. Construction vehicle numbers, type, routing; b. Access arrangements to the site; c. Traffic management requirements d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas); e. Siting and details of wheel washing facilities; f. Cleaning of site entrances, site tracks and the adjacent public highway;

- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
- k. Phasing Plan.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

Highway Informatives

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:

AN 1) Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN 2) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is

available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN 3) Obstruction of highway: 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 County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN 4) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. 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 and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

Comments

The proposal is regarding amendments for the proposed conversion of existing farmhouse to provide four number dwellinghouses with associated parking at Newground Farm House, Tring Road, Tring. Tring Road. Tring Road is a 60 mph principle A main distributor route that is highway maintainable at public expense. HCC Highways previously requested more information in relation to the ability for a fire appliance to turn on site and the need for adequate visibility splays for the existing access owing to the intensification of use and the adjacent highway network. These amendments are to the width of the access, route, size of the properties and location of waste storage. All of these do not impact our previous response and therefore this response will be similar to previous.

Vehicle Access and sustainability

The existing site is accesses via a large access onto the A4251. This access will be used for the 4 new dwellings. The applicant has provided

	<p>drawings illustrating that adequate visibility can be achieved owing to the intensification of use for the access. The site is opposite a footpath, however, the A4251 at this section is not deemed suitable for pedestrian crossing and as such the development is considered to nearly be 100% private motor car dependent. Cars do have the ability to turn on site to enter and exist the highway network in forward gear. Parking is a matter for the local planning authority and as such any parking arrangements must be agreed by them.</p> <p><u>Drainage</u> The proposed new driveways would need to make adequate provision for drainage on site to ensure that surface water does not discharge onto the highway. Surface water from the existing and the new driveway would need be collected and disposed of on site.</p> <p><u>Refuse / Waste Collection</u> Provision would need to be made for an on-site bin-refuse store within 30m of each dwelling and within 25m of the kerbside/bin collection point. The collection method must be confirmed as acceptable by DBC waste management.</p> <p><u>Emergency Vehicle Access</u> The proposed dwelling is within the recommended emergency vehicle access of 45 metres from the highway to all parts of the buildings. This is in accordance with the guidance in 'MfS', 'Roads in Hertfordshire; A Design Guide' and 'Building Regulations 2010: Fire Safety Approved Document B Vol 1 - Dwellingshouses'. The applicant has provided a 10.2 metre fire appliance swept path illustrating that one can turn on site to enter and exit in forward gear.</p> <p><u>Conclusion</u> HCC has no objections or further comments on highway grounds to the proposed development, subject to the inclusion of the above highway informatives and conditions.</p>
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
15	0	0	0	0

Neighbour Responses

Address	Comments