

ITEM NUMBER: 5c

23/02283/FUL	Construction of new vehicular access	
Site Address:	Access To Beeches Farm Icknield Way Tring Hertfordshire	
Applicant/Agent:	Mr Andrew Screech	Mr Duncan Chadwick
Case Officer:	Laura Bushby	
Parish/Ward:	Tring Town Council	Tring West & Rural
Referral to Committee:	Due to contrary views of the Parish Council	

1. RECOMMENDATION

That planning permission be GRANTED

2. SUMMARY

2.1 The proposal seeks planning permission for a vehicular access onto the highway only. As an engineering operation, this is appropriate development in the Green Belt (paragraph 155). There will be no visual harm to the site, streetscene or this part of the AONB, no harm to adjacent or surrounding properties and Hertfordshire County Council as Highway Authority have confirmed they are satisfied there will be no harm to the safety or operation of Icknield Way.

2.2 The proposal therefore complies with CS5, CS8, CS11, CS12 and CS27

3. SITE DESCRIPTION / BACKGROUND

3.1 The application site is located on the outskirts of Tring on Icknield Way, which is designated as a classified B, secondary distributor and a public highway. It is within the Area of Outstanding Natural Beauty, Metropolitan Green Belt and located on the outskirts of Tring. Furthermore there is an article 4 direction on the site. The article 4 direction (Land West of Tring. Between Aylesbury Road & Icknield Way) applies to the ribbon of land being considered in this application and to the South of the site and relates to poultry production. The article 4 direction is therefore not relevant in the assessment of this application.

3.2 Beeches Farm itself lies within Buckinghamshire, with Icknield Way and the proposed access to the site being located in Dacorum. At present there are two separate applications being considered by neighbouring authorities.

3.3 Buckinghamshire Council have previously approved application 22/02399/APP in October 2022 for:

Demolition of existing buildings and redevelopment of existing employment site to form a Rural Business and Enterprise Hub (Use Class E) comprising two single storey office/business units, single storey link building, cycle storage, showers and toilets, car parking, internal access road and vehicle turning areas, re-routing of public footpath and associated engineering works including retaining walls, drainage and landscaping.

3.4 Buckinghamshire Council are now considering application 23/02824/APP for the *Construction of new vehicular access*, at the same point that Dacorum are considering a similar application. Due to the boundary of the local authorities, the application in front of Dacorum is for a small ribbon of land that physically connects the site with the highway on Icknield Way. The site already benefits from an access point from Icknield Way to Beeches Farm.

4. PROPOSAL

4.1 The Proposal is for the construction of a new vehicular access to Beeches Farm. This would be constructed off Icknield Way, which is a designated as a classified B, secondary distributor road.

4.2 Beeches Farm currently benefits from two commercial units and a residential bungalow. The purpose of the proposal to install a further access point is to reduce the commercial traffic passing the residential bungalow, offering instead a more direct route from the highway to the commercial units on the site.

5. PLANNING HISTORY

Planning Applications : None for Dacorum

Appeals : None for Dacorum

6. CONSTRAINTS

Advert Control: Advert Spec Contr

Area of Outstanding Natural Beauty: CAONB outside Dacorum

Article 4 Directions: LAND WEST OF TRING. BETWEEN AYLESBURY RD & ICKNIELD WAY

CIL Zone: CIL2

Pressure: MP

Pressure: MP

Green Belt: Policy: CS5

Parish: Tring CP

RAF Halton and Chenies Zone: RAF HALTON: DOTTED BLACK ZONE

RAF Halton and Chenies Zone: Red (10.7m)

Parking Standards: New Zone 3

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 (2023)

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

CS5 – Green Belt

CS10 - Quality of Settlement Design
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS24 – Area of Outstanding Natural Beauty
CS29 - Sustainable Design and Construction

Supplementary Planning Guidance/Documents:

Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2022)
Accessibility Zones for the Application of Car Parking Standards (2020)
Planning Obligations (2011)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)

9. CONSIDERATIONS

Main Issues

9.1 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

9.2 The application site is located within the Metropolitan Green Belt. 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.

9.3 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.

9.4 There are a number of key exceptions listed within the NPPF that permit development within the Green Belt. Paragraph 155 states the following: *Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are: b) engineering operations*

9.5 Regarding the application being considered, this is an engineering operation, which in accordance with paragraph 155 (b) of the NPPF is not inappropriate in the Green Belt, providing it preserves the openness of the countryside and doesn't conflict with the purposes. IN accordance with para 143 of the NPPF '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'.

9.6 As such, the proposal is considered to be acceptable in principle subject to a detailed assessment of the impact. In this instance, the key considerations are whether the proposal preserves the openness of the countryside, Highway Safety and Visual Impact, these are all addressed below.

Openness of Countryside / Impact on Visual Amenity

9.7 Saved Appendix 7 of the Dacorum Local Plan (2004), Policies CS11, CS12 of the Core Strategy (2013) and the NPPF (2023) all seek to ensure that any new development/alteration respects or improves the character of the surrounding area and adjacent properties in terms of scale, massing, materials, layout, bulk and height.

9.8 When considering the visual impact of this proposal, it is the impact of the new access on the existing landscape, and given the location within the Green Belt, the openness of the countryside.

9.9 The proposal is for an access from Icknield Way to Beeches Farm and the recently approved commercial unit. The new access will result in the removal of trees and hedgerows to allow for the access, and the introduction of further hard surfacing. Due to the close proximity of the commercial unit to the highway the proposed new hard surfacing is limited in size and given the flat topography is not raised or sloping such that it is not considered to have a significant impact on the character or appearance of the countryside.

9.10 The vegetation set to be removed is low value hedgerow along with two existing conifers that are located at the access point. Due to the low value of the trees there is limited concern regarding their loss. From a site visit, the existing boundary is timber post and rail fencing, with trees interspersed along the boundary. The proposed plans show some of the trees and hedgerow along the boundary will be retained, with new trees planted within the site to the north of the access point. The removal of some of the trees and replacement with hard surfacing will not appear out of keeping with the existing scenario, whereby access points are already observed and designed in a similar way. Plans show that further trees are set to be planted within the site (the land subject to the Bucks application), which are considered a sufficient replacement for those lost at the access point, as it is not reasonable to replant trees around the access point due to highway safety.

9.11 The small loss of trees and hedgerow required to construct the access will not have a material impact on the overall look and feel of the site, and will not appear out of keeping with the existing access points for either Beeches Farm or Roman Way housing development to the south of the application site. The overall look and feel will remain one of a green and semi-rural nature, which will be supported by the proposed additional planting on site to the north-west of the access point. Whilst this planting cannot be conditioned as part of this application as it is cross-boundary, it is noted it forms part of the previously approved planning permission (that granted by the neighbouring authority).

9.12 It is therefore considered that the proposal will not adversely impact the visual amenities of the surrounding area, or the openness of the countryside nor will it conflict with the five purposes such that it is therefore appropriate development in the Green Belt. The application is in accordance with Policy CS5, CS11 and CS12 of the Dacorum Borough Core Strategy and the NPPF.

Impact on Area of Outstanding Natural Beauty

9.13 Given the location of the proposed access within the Area of Outstanding Natural Beauty it is important to consider the impact of the proposal on this. Policy CS24 states that the special qualities of the Chilterns Area of Outstanding Natural Beauty will be conserved with special regard given for the scarp slope, and the necessity for it to be protected from development that may adversely affect the skyline.

9.14 The proposal seeks to construct a new access to an existing farm (Beeches Farm). Permission has been granted by Buckinghamshire Council for a new commercial unit on this site. At present there is a new application being considered by Bucks regarding alterations on the site and a separate application to Dacorum for the means of access.

9.15 The proposed new access is of limited size, and will have a very limited visual impact, which will consist of the removal of the trees and hedgerows to make way for the engineering operation and the use of tarmac to create the hardstanding access from the highway to the commercial unit.

9.16 The addition of a new access point, new hard surfacing and loss of vegetation is modest in scale. The new access point will not have an adverse impact on this area of the AONB, as such it is in accordance with Policy CS24.

Impact on Residential Amenity

9.17 The NPPF outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013), seek to ensure that new development does not result in detrimental impact upon neighbouring properties and their amenity space. Thus, the proposed should be designed to reduce any impact on neighbouring properties by way visual intrusion, loss of light and privacy.

9.18 The proposal seeks to construct a new vehicular access from Beeches Farm to Icknield Way. Given the location of the site in a rural setting, there are limited residential properties close by, and furthermore the nature of the proposal is such that it is unlikely to adversely impact the residential amenities of those neighbouring properties. The application site is in a semi-rural location within the Green Belt, with limited immediate neighbours abutting the application site.

9.19 Beeches Farm currently benefits from two commercial units and a residential bungalow. The purpose of the proposal to install a further access point is to reduce the commercial traffic passing the residential bungalow, offering instead a more direct route from the highway to the commercial units on the site.

9.20 Whilst there are limited immediate neighbours to the North of Icknield Way and abutting the application site, it is noted that directly to the South of the site and on the opposite side of Icknield Way there is a new housing development. Given the spacing between the proposed access and the housing development, and the existing scenario of Icknield Way being a busy main road and located between the housing development and the proposed access point, it is not thought that the proposal will have an adverse impact on these residents.

9.21 In relation to the amenities of pedestrians walking within the area, there is a right of way within the site, which will not be impacted by the change in access within the site. There are other accesses in the area which would have a similar overall impact to that proposed. The new access point at the highway will not directly impact the right of way.

9.22 the proposed engineering operation would not adversely impact the residential amenities of the neighbouring properties by way of loss of light, privacy, visual intrusion or noise and disturbance.

Impact on Highway Safety and Parking

9.23 The impact on Highway Safety is a key consideration. Hertfordshire County Council as Highway Authority have been consulted on this application. Following the initial consultation period they requested further information be submitted before final comments could be made in relation to the acceptability of the scheme.

9.24 Through negotiations with the applicant and agent this information was submitted, it included an updated Highways Statement in addition to a Stage One Road Safety Audit and Designers

Response. This information along with the swept path analysis shows that vehicles will be able to manoeuvre and turn around within the site such that they will be able to join Icknield Way in a forwards gear. Following the updated plans and additional information submitted by the agent, it has been concluded that proposal would not have an unreasonable impact on the safety and operation of the surrounding highway.

9.25 Hertfordshire County Council as Highway Authority are satisfied that the proposal would not adversely impact Highway Safety such that the proposal complies with Chapter 9 of the NPPF (2023) and Policies CS8 and CS9 of the Dacorum Borough Core Strategy (2013). The concerns of Tring Town Council are noted but on the basis of the expert and technical advice received from consultees (HCC) it is concluded that a refusal on highway safety could not be sustained

Other Material Planning Considerations

Impact on Trees and Landscaping

9.26 The plans show that there are hedgerows surrounding the site such that some would require removal for the access to be constructed. Comments received from the Dacorum Trees and Woodlands Officer found that no trees of significant landscape value or amenity will be detrimentally affected by the development. As such they raised no objections to the application being approved.

Ecology

9.27 The loss of hedgerow and trees on the boundary along with the introduction of new hard surfacing will have a limited impact on the ecology of the site. However the new planting shown on the submitted plans and likely to be secured via condition on the neighbouring authorities consent will overcome and mitigate the limited harm caused by this operation.

Response to Neighbour Comments

9.28 One neighbour comment was received, below is an overview of the concerns raised, where points raised have already been covered in the report this is noted, those not responded to already, are covered below:

Highway Safety

9.29 The commenter noted that there are multiple access points in a short stretch of road, and the speed of the road is 60mph. It is acknowledged that this application seeks to increase the access points from Icknield Way from two to three, thus increasing the number of conflict points with the highway in a short space of highway. As outlined in the report above Hertfordshire Highways as the technical experts in this area were consulted and they concluded that this would not adversely affect Highway Safety.

Loss of trees and hedgerows

9.30 The proposal has limited impact on trees and hedgerows as outlined in the report above.

Impact on AONB

9.31 The proposal has a limited impact on the AONB as outlined in the report above.

Negative Impact on Public Rights of Way

9.32 It is noted that as part of the wider application there will be alterations to the public rights of way, within the site itself. Due to the alteration to the right of way occurring across the local authority boundary it does not form part of this application, and as such can not be considered as part of this application. .

Traffic assessment out of date (2018)

9.33 The traffic assessment submitted by the applicant has found to be acceptable by Hertfordshire County Council as Highway Authority as noted in the report above.

Impact on homes within the Roman Park estate

9.34 The Roman Park estate lies to the South of Icknield Way. Whilst the new housing development is located close to the proposed new access, the proposal does not seek to increase the volume of traffic entering the site, instead to redirect it. It is acknowledged that the access point will be located closer to the access for the housing development, however given Icknield Way is located between the proposed new access and the housing development it is not considered that this will adversely impact residents.

Proposals considered an over-development of the site.

9.35 This application is only considering the proposal in front of Dacorum as the Local Planning Authority which is the access from Icknield Way to Beeches Farm. The new access point is not considered by way of the mass and scale of the proposal to be over-development of the site. The new commercial unit was granted planning permission in October 2022, and therefore deemed acceptable by Buckinghamshire County Council and is not a matter for consideration as part of this application.

Community Infrastructure Levy (CIL)

9.36 The application is not CIL liable.

10. CONCLUSION

10.1 To conclude, the proposal is for a small-scale engineering operation. The principle of development is acceptable in accordance with Policy CS5 of the Core Strategy and the NPPF chapter 13. The proposal will have a limited visual impact on the local area, wider countryside and Area of Outstanding Natural Beauty, by virtue of the limited scale of operation and development. The new access will result in a small section of hedgerow being removed, and further sections cut back to support highway safety. The access itself will be limited in scale and use of hard surface and will not materially change the visual amenity of the site or surrounding area.

10.2 In relation to Highway Safety, whilst it is acknowledged that the approval of this new access would result in three access points in 200 metres of highway, the planning statement shows that the traffic making use of this access will be redirected from an existing access. As such, the overall impact of the proposal is not to introduce new traffic to the site specifically but more to redirect traffic from one access point to another. There would be no harm to highway safety and a refusal on these grounds could not be sustained.

11. RECOMMENDATION

11.1 That planning permission be GRANTED

Condition(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:

**Road Safety Audit Stage 1 ref: 18171
Highways Statement Rev A
23031/101
295-001 Rev D
295-015 Rev A
Arbicultural Report ref: APPA150622/1**

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

3. The development hereby permitted shall be constructed in accordance with the materials specified on the application form and approved plans.

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).

Informative (s):

1. Works within the highway (section 278)

The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

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.

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>

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
British Pipeline Agency	<p>Thank you for your correspondence regarding the above noted planning application.</p> <p>Having reviewed the information provided, the BPA pipeline(s) is not affected by these proposals, and therefore BPA does not wish to make any comments on this application.</p> <p>However, if any details of the works or location should change, please advise us of the amendments and we will again review this application.</p> <p>Whilst we try to ensure the information we provided is accurate, the information is provided Without Prejudice and we accept no liability for claims arising from any inaccuracy, omissions or errors contained herein.</p>
Conservation & Design (DBC)	no comment. Should you wish a detailed response please contact the dept.
Hertfordshire Highways (HCC)	<p>Initial comments</p> <p>The overall site is located in Buckinghamshire. However the site is accessed via Icknield Way, which is in Hertfordshire and designated as a classified B, secondary distributor road and is highway maintainable at public expense. The speed limit of Icknield Way at the location of the existing vehicular access into the site is 60mph whilst the speed limit changes to 50mph approximately 50m to the north-east of the existing vehicular access.</p> <p>The application consists of a new vehicle access approximately 65m to the north-east of the existing access, the details of which are shown on the submitted drawing number 295-001D. The location of proposed bellmouth access and highway works are within Hertfordshire and therefore under the jurisdiction of Hertfordshire County Council as Highway Authority. In order to be considered to be acceptable, HCC as Highway Authority is recommending amendments and further information to ensure that the proposals are in accordance with Hertfordshire's Local Transport Plan (LTP4) and the National Planning Policy Framework (NPPF) including:</p> <ol style="list-style-type: none"> 1. A Stage One Road Safety Audit (RSA) and Designers Response in respect to the proposed

	<p>highway / access works on Icknield Way.</p> <p>2. Tracking / swept path analysis plans to illustrate that a 16m long heavy goods vehicle would be able to use the proposed access arrangements, turn around on site and egress to Icknield Way in forward gear. Whilst it is acknowledged that the Transport Statement refers to the largest vehicle utilising the site at present as being a refuse vehicle, it would be reasonable to consider that larger vehicles may need use of the site when taking into account the approved use class.</p> <p>3. The trip generation data shown in appendix 4 of the copy of the Transport Statement on the LPA's planning portal is not legible. Therefore in the interest of robustness, a different copy is requested in order to review the acceptability of the submitted trip generation data.</p> <p>It is recommended that Buckinghamshire Council as highway authority is formally consulted on the proposals as the site use located in Buckinghamshire as is public footpath DBE/17/1 (which is proposed to be altered by the proposals)</p>
Trees & Woodlands	<p>According to the information submitted no trees of significant landscape value or amenity will be detrimentally affected by the development. Subsequently I have no objections to the application being approved.</p>
Parish/Town Council	<p>The Council recommended REFUSAL to this application on the grounds of highways issues including the current speed limit being too high, the line of sight, the footpath opposite exits into the open space, there is no existing right hand turn and if created this would be the third turning in this vicinity.</p>
British Pipeline Agency	<p>Thank you for your correspondence regarding the above noted planning application. Having reviewed the information provided, the BPA pipeline(s) is not affected by these proposals, and therefore BPA does not wish to make any comments on this application.</p> <p>However, if any details of the works or location should change, please advise us of the amendments and we will again review this application.</p> <p>Whilst we try to ensure the information we provided is accurate, the information is provided Without Prejudice and we accept no liability for claims arising from any inaccuracy, omissions or errors contained herein</p>
Hertfordshire Highways (HCC)	<p>Revised comments following additional information</p> <p>Recommendation</p> <p>Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that</p>

Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Highway Informatives

AN) Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN) 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.

AN) 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>

Comments

The overall site is located in Buckinghamshire. However the site is accessed via Icknield Way, which is in Hertfordshire and designated as a classified B, secondary distributor road and is highway maintainable at public expense. The speed limit of Icknield Way at the location of the existing vehicular access into the site is 60mph whilst the speed limit changes to 50mph approximately 50m to the north-east of the existing vehicular access.

The application consists of a new vehicle access approximately 65m

	<p>to the north-east of the existing access, the details of which are shown on the submitted drawing number 295-001D. The location of proposed bellmouth access and highway works are within Hertfordshire and therefore under the jurisdiction of Hertfordshire County Council as Highway Authority. Following recommendations from HCC as Highway Authority in its original response dated 18/10/2023, an updated Highways Statement has been submitted in addition to a Stage One Road Safety Audit and Designers Response.</p> <p>1. The details as identified in the RSA are considered to be sufficient at this stage and no safety issues have been identified that would warrant recommendation of refusal for the planning permission. The applicant would need to enter into a Section 278 Agreement with HCC as Highway Authority in relation to the approval of the design and implementation of the necessary works that would be needed on highway land and the RSA should be submitted as part of the formal 278 application in order for the recommendations made to be reviewed and assessed. No works on highway land would be permitted until technical approval has been granted for the necessary 278 works.</p> <p>2. A tracking / swept path analysis plan (drawing number 23031/102) has been submitted as part of the updated Highways Statement to illustrate that a 16m long heavy goods vehicle would be able to use the proposed access arrangements, turn around on site and egress to Icknield Way in forward gear.</p> <p>Conclusion</p> <p>Following consideration of the submitted additional details, HCC as Highway Authority considers that the proposal would not have an unreasonable impact on the safety and operation of the surrounding highway. The applicant would need to enter into a Section 278 Agreement with HCC to cover the technical approval of the design, construction and implementation of the necessary highway and access works. Therefore HCC has no objections on highway grounds to the application, subject to the inclusion of the above informatives.</p>
Parish/Town Council	<p>The Council recommends REFUSAL of this application on the grounds of highways concerns. Including that the current speed limit is too high, the line of sight, the footpath opposite exits into the open space. There is no existing right hand turn but if one is created this would be the third turning in the vicinity. In addition there are pedestrian safety concerns as there is no footpath on the carriageway.</p>

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
43	1	0	1	0

Neighbour Responses

Address	Comments
32 Sears Drive Tring Hertfordshire HP23 4GY	<p>I object to the proposed additional entrance on the basis that this would be the third entrance within a short stretch of road. The road itself is 60mph with no provision for turning right into the proposed development, and insufficient space to add such a control.</p> <p>The proposal to remove trees and hedges is not acceptable due to this area falling within the Chilterns AONB. The negative impact on the AONB has not been considered within the application.</p> <p>There will be a negative impact on public rights of way.</p> <p>The traffic assessment is from 2018 and is clearly out of date.</p> <p>The proposals fail to account for the 260 homes to the south east of this proposal, forming the Roman Park estate, with an access to these homes being roughly 400m to the east of this proposed access. Homes within the Roman Park estate sit directly opposite the proposed access and would have their amenity negatively affected.</p> <p>The proposals should be considered an over-development of the site. I received a letter informing me that additional documentation had been added to these plans. These additional documents still fail to acknowledge the existence of 260 houses built in accordance with 4/00958/18/MFA. It also includes a traffic assessment from 2018, which is clearly out of date.</p> <p>My original comments remain valid.</p>