

ITEM NUMBER: 5d

23/02195/FUL	Construction of 9 dwellings including the creation of a new vehicular access, parking and landscaping	
Site Address:	Land West Of Tring Road Tring Road Wilstone Tring Hertfordshire	
Applicant/Agent:	H2O Urban (No 2) LLP	Mr Philip Smith
Case Officer:	Martin Stickleby	
Parish/Ward:	Tring Rural Parish Council	Tring West & Rural
Referral to Committee:	Called-In by Ward Councillor	

1. RECOMMENDATION

- 1.1 That planning permission be DELEGATED with a view to APPROVAL subject to a Section 106 legal agreement securing a mitigation package to avoid any further significant effects on the Chilterns Beechwoods Special Area of Conservation and the footpath, play area and associated management responsibilities.

2. SUMMARY

- 2.1 The application lies within Wilstone and the Rural Area, whereby small-scale housing developments are acceptable subject to compliance with Policies CS1, CS2 and CS7. The assessment below concludes that the proposals would comply with these policies and the benefit of providing nine residential units is given substantial weight considering the lack of the council's five-year supply of housing.
- 2.2 The applicant has responded to points raised by council officers and the scheme has evolved accordingly. No specific reasons for refusal have been identified.

3. SITE DESCRIPTION

- 3.1 The application site comprises a triangular parcel of land situated on the eastern side of Tring Road, south-west of Wilstone Bridge. Wilstone is located directly south approximately four-minutes' walk to the centre of the village. The site is bound by residential dwellings on Tring Road to the south. There is a current development underway to the east for 28 dwellings (see 20/01754/MFA, which was allowed on appeal). To the north lies the Aylesbury Arm of the Grand Union Canal followed by the recently completed 'Wilstone Wharf' development of seven units and one live/work unit (see 4/02833/16/MFA). The application site is on the edge of the settlement.

4. PROPOSAL

- 4.1 Planning permission is sought for nine dwellinghouses including two larger four-bedroom detached properties and two rows of terraced properties comprising three and four-bed units. An access road would be provided from Tring Road to serve the terraced properties, which back onto the Canal. The two detached properties would be accessed from driveways on Tring Road. The scheme would also provide a new footpath along Tring Road within the site boundaries with play equipment.
- 4.2 The proposed units would be of contemporary design, constructed from buff and red brick at ground-floor level and black timber cladding at first-floor. The roofing material would be dark grey metal cladding. Areas of landscaping and tree planting would be provided within and around the plots.

5. PLANNING HISTORY

5.1 No relevant planning applications.

6. CONSTRAINTS

Advert Control

Canal Buffer Zones: Major and Minor

CIL Zone: 2

Former Land Use (Risk Zone)

Parish: Tring Rural CP

RAF Halton and Chenies Zone: Yellow (45.7m)

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

Rural Area

Parking Standards: Zone 3

Wildlife Sites: Grand Union Canal, Aylesbury Arm

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 (December 2023)

Dacorum Borough Core Strategy 2006-2031 (adopted September 2013)

Hertfordshire County Council Waste Core Strategy (2012)

Dacorum Borough Local Plan 1999-2011 (adopted April 2004)

Core Strategy (Policies)

NP1 – Supporting Development

CS1 – Distribution of Development

CS2 – Selection of Development Sites

CS7 – Rural Area

CS8 – Sustainable Transport

CS10 – Quality of Settlement Design

CS11 – Quality of Neighbourhood Design

CS12 – Quality of Site Design

CS13 – Quality of Public Realm

CS17 – New Housing

CS18 – Mix of Housing

CS25 – Landscape Character

CS26 – Green Infrastructure

CS27 – Quality of the Historic Environment

CS28 – Carbon Emission Reductions

CS29 – Sustainable Design and Construction

CS31 – Water Management

CS32 – Air, Soil and Water Quality
CS35 – Infrastructure and Developer Contributions

Dacorum Borough Local Plan (DBLP) (Saved Policies)

Policy 18 – Size of New Dwellings
Policy 21 – Density of Residential Development
Policy 37 – Environmental Improvements
Policy 51 – Development and Transport Impacts
Policy 57 – Provision and Management of Parking
Policy 58 – Private Parking Provision
Policy 62 – Cyclists
Policy 79 – Footpath Network
Policy 99 – Preservation of Trees, Hedgerows and Woodlands
Policy 101 – Tree and Woodland Management
Policy 102 – Sites of Importance to Nature Conservation
Policy 103 – Management of Sites of Nature Conservation Importance
Policy 106 – The Canalside Environment
Policy 111 – Height of Buildings
Policy 113 – Exterior Lighting
Policy 119 – Development Affecting Listed Buildings
Policy 129 – Storage and Recycling of Waste on Development Sites
Appendix 1 – Sustainability Checklist
Appendix 3 – Layout and Design of Residential Areas
Appendix 8 – Exterior Lighting

Hertfordshire County Council Waste Core Strategy

Policy 1 – Strategy for the Provision for Waste Management Facilities
Policy 2 – Waste Prevention and Reduction
Policy 12 – Sustainable Design, Construction and Demolition

Supplementary Planning Guidance/Documents and Other Relevant Information/Legislation

Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2022)
Visitor Survey, Recreation Impact Assessment and Mitigation Requirements for the Chilterns Beechwoods SAC and the Dacorum Local Plan (2022)
Chilterns Beechwoods Special Area of Conservation – Mitigation Strategy for Ashridge Commons and Woods Site of Special Scientific Interest (2022)
Car Parking Standards (2020)
Conservation of Habitats and Species Regulations (2017)
Sustainable Development Advice Note (2016)
Refuse Storage Guidance Note (2015)
Planning Obligations (2011)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Environmental Guidelines (2004)

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;
- Environmental and ecological implications;
- The impact on highway safety and car parking; and
- Any other material planning considerations.

Principle of Development

- 9.2 The application site lies within the designated 'Rural Area' whereby Policy CS7 of the Core Strategy applies. The policy states that 'small-scale development for housing...will be permitted at...Wilstone, provided that it complies with Policy CS1: Distribution of Development and Policy CS2: Selection of Development Sites.
- 9.3 Policy CS1 explains that the rural character of the borough shall be conserved. Development that supports the vitality and viability of local communities, causes no damage to the existing character of a village and/or surrounding area and is compatible with policies protecting and enhancing the Rural Area will be supported.
- 9.4 Paragraph 83 of the National Planning Policy Framework ("NPPF") aligns with Policy CS1, highlighting that:
- To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning Policies should identify opportunities for villages to grow and thrive, especially where this will support local services.*
- 9.5 Policy CS2 notes that within defined settlements, the preference is to develop previously developed land and buildings; followed by areas of high accessibility and then 'other land'.
- 9.6 Although the Core Strategy does not specifically define 'small-scale' development for housing, the proposals would represent an overall increase of housing numbers in Wilstone of circa 3-4%. This is considered small-scale. Whilst the site is not previously developed or considered to be in an area of high accessibility. However, as noted in paragraph 9.5 above, housing development can be supported on 'other land' such as this, even though it ranks lower on the preferred sites for development. Overall, the proposals would not be sited on land most suitable for residential development, albeit the level of harm would be limited.
- 9.7 The above should be balanced with the significant need for housing in the borough. Recent appeal decisions have highlighted issues with the delivery of housing in Dacorum¹ and an inability to demonstrate a five-year supply of housing, with a figure of 1.69 years². It is also recognised that small sites can play an important role in delivering homes, as small sites typically deliver homes faster than larger schemes because they tend to be built in a single phase and are not reliant on new infrastructure delivery³. Taking the council's lack of a five-year housing land supply into account, the provisions of Paragraph 11(d) of the NPPF are invoked. This states that planning permission should be given for a development unless the benefits are significantly and demonstrably outweighed. This is referred to as the 'tilted balance'.
- 9.8 Councillor Smith-Wright and several residents have highlighted that Wilstone has grown considerably over recent years (e.g. noting the surrounding developments discussed in the 'Site Description' section). They have stated that the increased housing numbers/residents are putting pressure on the existing infrastructure. The growth of Wilstone is acknowledged

¹ Land East of Tring (Appeal Reference: APP/A1910/W/22/3309923)

² Rectory Farm, Kings Langley (Appeal Reference APP/A1910/W/23/3333545)

³ Lichfields – Small Sites: Unlocking housing delivery

by the local planning authority and strategic discussions are currently taking place regarding future growth. However, the council's current lack of a five-year land supply has emphasised the need for housing sites to come forward. The proposals would provide much needed housing and the associated social benefits. The proposals would also provide modest economic benefits by supporting local services such as the Wilstone Community Shop and P. E. Mead and Sons Farm Shop.

Quality of Design / Impact on Visual Amenity

Planning Policies

- 9.9 Section 12 of the NPPF identifies that good design is a key aspect of sustainable development, creates better places to live and work and makes development acceptable to communities. Furthermore, high quality, beautiful and sustainable buildings and places are fundamental to what the planning and development process should achieve.
- 9.10 Permission should therefore be refused for poor design that fails to improve the character and quality of an area and the way it functions. Equally, if the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.
- 9.11 The emphasis on good design is highlighted in the Core Strategy, Policies CS10, CS11 and CS12; which state that development should coordinate streetscape design between character areas, integrate with such character, and respect adjoining properties in terms of layout, site coverage, scale, height, bulk, landscaping, and amenity space.
- 9.12 Policy CS18 requires housing developments to provide a choice of homes. This comprises a range of housing types, sizes and tenure; housing for those with disabilities and affordable housing in accordance with Policy CS19. Saved Policy 18 states that the development of a range of dwellings (size and type) will be encouraged.
- 9.13 Consideration should be given to Policy CS29: Sustainable Design and Construction when planning for new development to recycle and reduce construction waste and provide on-site recycling facilities for waste. Further information regarding waste management is set out in paragraphs 18.35-36 of the Core Strategy and the council's 'Refuse Storage Guidance Note (2015)'.
- 9.14 Appendix 3 of the DBLP states that development should be guided by the existing topographical features of the site, its immediate surroundings, and respect the character of the surrounding area with an emphasis on there being adequate space for the development in order to avoid a cramped appearance.

Assessment

- 9.15 The application originally proposed 11 units, however, it was deemed that the layout was cramped and dominated by hardstanding for vehicular parking (see superseded layout). In addition, the proposals appeared to 'turn their back' on Tring Road with properties facing inwards. To address these issues, the local planning authority provided feedback on layout, urban design and a number of other matters through the course of this application. Some key improvements were made via the evolution of design process, including:
- (a) re-orientation of buildings to address Tring Road and follow an established pattern of development;
 - (b) reduction in the number of units to provide a more spacious development with improved living conditions for future occupiers;

- (c) the provision of a footpath to connect to existing footways on Tring Road and the canal towpath;
- (d) the inclusion of some 'play-on-the-way' play equipment features to provide an interesting walking route and a 'Local Area of Play' (LAP) for children; and
- (e) various other amendments such as larger gardens, reductions in hardstanding, and alterations to the bin store locations. The amendments are discussed in more detail in the revised Planning Statement and the council's Urban Design Officers comments.

- 9.16 In terms of the designs of the individual units, they are of a contemporary appearance, incorporating brick (buff and red) at ground-floor, dark timber cladding at first-floor and dark grey metal roofs. They have truncated roof forms, similar to those at Wilstone Wharf to the north. The modern approach, whilst differing from the neighbouring bungalows, would add variety to the streetscape and would not appear out-of-place when considering more recent developments in the area. Although the units are two-storey, their overall height has been kept low, respecting the height of the neighbouring properties. The Proposed Street Elevation / Section AA (Drawing No. A1-05, Revision A) illustrates that units 8 and 9 would sit approximately 0.49 metres above the ridge height of 71 Tring Road.
- 9.17 Although the design is considered acceptable, it is acknowledged that there would be some limited harm to the character and appearance of the area. This is because the proposals would replace a verdant, open field with built development. The extensive landscaping proposals, which will be discussed later, have helped to reduce the harm. Although some harm to the character and appearance of the area is acknowledged, the proposals are considered high quality and policy-compliant in terms of layout, design and building appearance, subject to a condition capturing high quality materials. The proposals would therefore have an acceptable impact in relation to visual amenity.

Unit Size and Mix

- 9.18 Whilst not formally adopted by the local planning authority, the proposed residential units are in-line with the Nationally Described Space Standards (2015). They are also provided with a sufficient amount of storage, refuse stores, cycle sheds and amenity space. The proposals originally included a housing mix of two-bed (3), three-bed (4) and four-bed (4) properties, comprising terraced, semi-detached and detached properties. Unfortunately, whilst providing a greater mixture of smaller and larger homes (and affordable housing) the larger scheme resulted in a cramped layout and other issues. This is discussed in more detail later, in the 'Affordable Housing' section.
- 9.19 The revised proposals, now considered acceptable on urban design and layout terms, provide only three-bed (4) and four-bed (5) properties. Whilst the scheme does not provide smaller one or two-bed properties, the South West Hertfordshire Local Housing Needs Assessment (2020) identifies that there is a higher need for three-bedroom (45%) and four-bedroom (31%) market housing across Dacorum, as opposed to one-bedroom (4%) and two-bedroom (20%). The document also notes that '*according to estate agents the most sought after properties are 1-2 bed homes near train stations*'.
- 9.20 Taking all of the above into account, it is considered that the housing mix is considered appropriate in this area.

Accessible and Adaptable Dwellings and Spaces

- 9.21 The Design and Access Statement states that the proposed units would provide a level access with an internal layout that accommodates a ground floor toilet compliant with M4(2) standards. It is also noted that a number of the units have larger parking areas that would be

able to easily accommodate for disabled occupiers or visitors. The proposals are acceptable in relation to accessible and adaptable dwellings and spaces.

Building Heights

- 9.22 The proposed units are all around 6.8 metres in height. Whilst they step up from the adjacent bungalows on Tring Road, the recent developments at Wilstone Wharf to the north and the development to the east (i.e. 20/01754/MFA) both include two-storey development of a similar height. Therefore, the proposed building heights are not considered out-of-character nor would they be unduly prominent within the street scene.

Crime Prevention

- 9.23 The Crime Prevention Officer at Hertfordshire Constabulary responded to the original drawings (superseded scheme). They explained that this is a 'low crime area' and made some suggestions to make the footpath to the rear of the properties as wide and straight as possible, well-lit and devoid of hiding places. It is assumed that they were referring to the canal towpath, as there were no other footpaths to the rear of the properties. The canal towpath falls outside of the site boundaries and would not be altered by the proposals. However, these principles can be applied to the new footpath to the front of the site, which was added upon request of the local planning authority (see amended plans). There is some conflict with the suggestions of the Urban Design officer, as it was considered that a windier footpath with the play-on-the-way equipment would make the walkway to the canal more interactive and interesting. Although there are competing priorities here, it is considered that the proposed dwellings would provide sufficient natural surveillance to deter crime along the footpath. Units eight and nine have numerous ground and first-floor windows facing the southern part of the footpath. Unit seven has three large first-floor windows overlooking the northern section.
- 9.24 In addition to the above, the applicant has confirmed that the proposals would comply with Approved Document, Part Q, which is equivalent to Secured by Design Silver Award. Overall, the proposals are considered acceptable in terms of crime prevention.

Waste Management

- 9.25 Hertfordshire Property Services have commented on waste management, highlighting that Policy 12 (Sustainable Design, Construction and Demolition) requires all relevant construction projects to be supported by a Site Waste Management Plan (SWMP). This should be implemented throughout the duration of the development from site preparation through to completion of the final construction phase. If approved, a SWMP condition would be included to ensure that the waste produced via construction is minimised and handled adequately.
- 9.26 Regarding waste storage/collection during the operational phase, the proposals involve personal bin stores for units eight and nine with individual bins that would be pulled to the roadside for collection. There is also a communal bin collection area for units 1-7, which incorporates 1 x 1100 litre refuse and 1 x 1100 litre recycling bin. This is within 25 metres of the highway collection point as required by policy. Design details of the specific bin stores would be captured via planning condition should permission be granted.

Impact on Residential Amenity

Planning Policies

- 9.27 The impact on the established residential amenity of neighbouring properties is a significant factor in determining whether the development is acceptable and Paragraph 135(f) of the NPPF states that developments should provide a high standard of amenity for existing and future users.
- 9.28 Policy CS12 states that, with regards to the effect of a development on the amenity of neighbours, development should avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to surrounding properties.
- 9.29 Saved Appendix 3 (Layout and Design of Residential Areas) requires new developments to provide sufficient space around residential buildings to avoid a cramped layout and maintain residential character. Spacing between buildings ensures privacy and allows movement around buildings for maintenance and other purposes. All residential development is required to provide private open space for use by residents whether the development be houses or flats.

Assessment

Light

- 9.30 Concerning light, it appears that the Building Research Establishment's (BRE) 'Site layout planning for daylight and sunlight: a guide to good practice' has broadly been followed. Spacing appears adequate and all of the main living/kitchen areas would be served by large windows and some are dual aspect. It is noted Plot 8 may result in some level of overshadowing to the front of plots 4-7, as the property is located around 11.5 metres to the south. Any direct loss of light would be more apparent during winter months. It is expected that this may occur around midday when the sun is due south. Although the kitchens for these properties may lose several hours of direct sunlight through the day, it would not be considered to be for an extended period of time or unacceptable in planning policy terms. Overall, the lighting conditions for new residents would be satisfactory.
- 9.31 Based on the Proposed Site Plan (Drawing A1-01, Revision 20), the neighbours at Wilstone Wharf would be sited over 30 metres from the proposed units and the new/proposed properties to the east would be around 27 metres away. Considering these separation distances, there would be no significant loss of light or overshadowing impacts.
- 9.32 The two-storey nature of Plot 9 may result in some loss of light to 71 Tring Road, particularly early morning sunlight to its northern flank and rear garden. However, by noon and into the afternoon, direct sunlight to the property would not be affected. Based on an application approved in 2014 for a rear extension to No. 71 (see 4/00416/14/HPA), there is a room that only has one window, which faces Plot 9. Although there may be some reductions to daylight to this room, due to the proposed orientation/angle of Plot 9, it is not considered the reduction of light would be to an unacceptable degree. In addition, the location of Plot 9 (to the north/north-east of No. 71) would avoid almost all loss of direct sunlight to this neighbour. The other windows on this flank serve a larger, open-plan room with primary windows on the rear elevation. Overall, despite some impacts on light to No. 71, the proposed layout and subsequent light impacts on neighbours is considered acceptable.

Privacy

- 9.33 Regarding privacy, the proposed development should be designed in accordance with saved Appendix 3 of the DBLP. Distances between habitable room windows should meet or exceed the recommended 23-metre back-to-back distance.

- 9.34 As identified in the 'Light' section above, the separation distances are sufficient to ensure no significant impacts in relation to loss of privacy or overlooking to the neighbours to the north and east. Plot 9 would introduce a new two-storey unit adjacent to No. 71. The windows on Plot 9 have been sensitively positioned and the proposed orientation would ensure that there are no direct impacts on the neighbouring windows. In addition, there would be no significant overlooking impacts on the private garden space immediately behind No. 71. However, Plot 9 would introduce windows that would provide first-floor views towards the north-western part No. 71's garden. This would subsequently reduce privacy as you move towards the rear of the neighbours garden. Whilst some harm is identified here, it is not considered significant enough to warrant refusal of the planning application.

Visual Intrusion

- 9.35 Sufficient separation distances should be provided between existing and proposed development to ensure that there are no significant impacts regarding visual intrusion. Based on the Proposed Site Plan (Drawing A1-01, Revision 20), no unacceptable impacts have been identified regarding visual intrusion.

Outdoor Amenity Space

- 9.36 In terms of private gardens, saved Appendix 3 sets out the following guidance:

Private gardens should normally be positioned to the rear of the dwelling and have an average minimum depth of 11.5m. Ideally, a range of garden sizes should be provided to cater for different family compositions, ages and interests. A reduced rear garden depth may be acceptable for small starter homes, homes for the elderly and development backing onto or in close proximity, to open land, public open space or other amenity land. Larger family or executive style homes will be expected to provide a garden of greater depth. Generally all gardens should be of a width, shape and size to ensure the space is functional and compatible with the surrounding area.

- 9.37 Following discussions during the course of the application, efforts have been made to increase garden sizes across the site. All of the proposed properties now exceed the recommended average minimum depth of 11.5 metres. This, combined with the new connection to the canal towpath and play-on-the-way items, is considered sufficient to provide a satisfactory level of outdoor amenity space for future occupiers. As previously mentioned, the play equipment and new footpath would also serve wider benefits in terms of connectivity and safety.

Environmental and Ecological Implications

Planning Policies

- 9.38 Policy CS26 states that development and management action will contribute towards the conservation and restoration of habitats and species; the strengthening of biodiversity corridors; the creation of better public access and links through green space; and a greater range of uses in urban green spaces. Policy CS29 seeks to ensure that development minimises impacts on biodiversity and incorporates positive measures to support wildlife.
- 9.39 Paragraph 186 (a) of the NPPF advocates a hierarchical approach to biodiversity mitigation – the principle that on-site biodiversity loss should be avoided, mitigated and, as a last resort, compensated.

Chilterns Beechwoods Special Area of Conservation – Habitat Regulation Assessment

- 9.40 The Chilterns Beechwoods Special Area of Conservation (“SAC”) includes a number of separate sites in the Chiltern Hills and spans three counties. A SAC is an internationally recognised designation with habitats and species of significant ecological importance. The relevant sites to Dacorum are the Ashridge Commons and Woods Sites of Special Scientific Interest (“SSSI”) and the Tring Woodlands SSSI.
- 9.41 As part of Dacorum’s emerging Local Plan, evidence was found that additional residential development in the Borough would lead to more visitors to these protected sites and an increase in adverse activities e.g. trampling. To limit this impact, a Habitat Regulations Assessment (“HRA”) is required for any development that results in an additional residential unit within the ‘zone of influence’.
- 9.42 As the proposals involve new residential units, suitable mitigation will be needed in-line with the Council’s Mitigation Strategy. The Strategy provides that each new residential unit shall provide a financial contribution Strategic Access Management and Maintenance (“SAMM”) measures at the Ashridge Estate and a contribution towards Suitable Alternative Natural Green Space (“SANG”) via a legal agreement.
- 9.43 As the proposals involve nine units, the application would benefit from ‘floating’ council-led SANG. Council-led SANGs currently have capacity to accommodate the proposed development and the applicant has secured credits at the time of submitting the application. The following charges are applicable: SAMM = £913.88 per unit and SANG = £4,251.71 per unit, which are payable prior to the commencement of development. The agreed figures/details will be captured via the S106 agreement. As such, it is considered the proposals will provide adequate mitigation to remove, beyond reasonable scientific doubt, any adverse effect on the integrity of the Chilterns Beechwoods SAC from recreational pressure associated with residential growth.

Ecology

- 9.44 The site is located adjacent to the Grand Union Canal, Aylesbury Arm, Local Wildlife Site (LWS), which is considered as an important ecological route. Measures to protect this habitat are therefore important if the proposals are approved.
- 9.45 The application documents include a Preliminary Ecological Appraisal (PEA), which is supported by a Phase 1 Habitat Walkover Survey, Environmental DNA (eDNA) Surveys of nearby waterbodies and ditches, and Reptile Surveys. The ecological baseline identifies the site as ‘other neutral grassland’ with species indicative of wet conditions. The hedgerows on the site are considered priority habitats, with one qualifying as being important under the Hedgerows Act. The PEA identifies the site as having potential habitat for badgers, hedgehogs, nesting birds, reptiles and great crested newts. The further surveys revealed no reptiles or great crested newts on the site. The Ecology Department at Hertfordshire County Council have reviewed the documents and have concluded that the information provided details a ‘reasonable assessment of the ecological conditions on the site’ and they have no reason to doubt the overall conclusions.
- 9.46 Considering the proximity to the LWS and other ecological sensitives, it is considered necessary to impose three planning conditions relating to ecology, should permission be granted. These include:
- Construction Environmental Management Plan (CEMP);
 - Landscape and Ecological Management Plan (LEMP); and
 - Lighting Design Strategy.

- 9.47 Subject to the imposition of the above conditions, the proposals are considered acceptable in ecological terms. In particular, the LEMP would ensure that ecology and biodiversity is incorporated into the development. It should also be noted that the application was submitted prior to the requirements for Biodiversity Net Gain (BNG) and although the determination period was reset during the course of the amendments, it was not considered reasonable to subsequently require BNG.

Impact on Trees

- 9.48 The proposals would involve the removal of two Category B (moderate) and one Category C (low) quality trees. The proposals also include the partial removal of one Category C group along the site frontage. Supplementary planting is proposed in order to address the tree loss. Around 40 new trees would be provided either stand-alone or within existing and new hedgerows to bolster them. The proposals also include new native hedgerows and other landscaping details that can be seen on the Proposed Site Layout Plan (A1-01, Revision 20). A comprehensive landscaping scheme would be captured via a planning condition if permission is granted.
- 9.49 Dacorum Borough Council's Trees and Woodlands Team have highlighted that eight of the trees proposed for retention are Ash, noting that 'in all likelihood, they will need to be removed in near future due to Ash Dieback...'. Whilst the applicant 'admirably refers to retaining most of the existing site trees', they consider that in this instance they believe it '...to be the wrong decision'. This is because the Ash Dieback fungal disease is impacting 80-90% of Ash trees nationwide and it is predicted that within the next five to ten years, it is highly probable that all of the Ash trees would need to be removed due to the hazard they present to homeowners and their homes.
- 9.50 The above has been discussed with the applicant who has confirmed that the trees fall outside of the application site 'red line' boundary. They have explained that the Canal and River Trust monitor trees along the canal network in terms of their condition and whether they pose a hazard. As the trees are outside of the application and the development seeks to avoid any impact on them, it is considered that this point can be picked up with the Canal and River Trust separately. They have been made aware of the comments from the Trees and Woodlands Team and that they will need to closely monitor these trees going forward.

Impact on Highway Safety and Parking

Planning Policies

- 9.51 Policies CS8, CS9 and saved Policy 51 seek to ensure developments have no detrimental impacts in terms of highway safety. Paragraph 111 of the NPPF23 states, '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*' Attention should also be given to the Local Transport Plan (LTP), specifically Policies 1 (Transport User Hierarchy) and 5 (Development Management).

Assessment

- 9.52 The Highways Department at Hertfordshire County Council have responded to the application and have not raised any significant concerns over highway safety, noting that the 'speed survey of the adjacent highway...found 85th percentile speeds to be between 24-27mph. Therefore, visibility splays have been provided based on this and are illustrated on drawing A1-01 P 20. The main access and internal layout would provide satisfactory manoeuvrability for private vehicles and a fire tender. The refuse lorry would be required to wait on the highway network but this 'is deemed acceptable for the classification of the

adjacent highway network and its speeds.' A secondary access would be provided for the private driveways for the two detached units, which has also been considered acceptable on highway and pedestrian safety grounds.

- 9.53 The site is located within close proximity to Wilstone Bridge. The agent has confirmed that the canal bridge can accommodate additional traffic associated with the proposed development without causing damage to the structure. The weight limit would apply to all traffic and any larger vehicles over this weight would need to use an alternative route. The Transport Statement confirms that the housing development of nine units would not generate significant heavy goods vehicle movements following construction. No specific concerns have been raised by the Highway Authority in this regard.
- 9.54 The proposals comprise a two-metre footway fronting the site, which would ensure inclusive mobility for two wheelchair users to pass another. The footway would connect to the existing footway network along Tring Road and would therefore connect the development to Wilstone and its amenities. It would also serve a wider benefit by providing a safe walkway for existing residents in Wilstone to access the canal towpath without the need to walk along this stretch of Tring Road (in the road).
- 9.55 All of the works to the highway network would need to be agreed and constructed via a Section 278 Agreement with the Highway Authority, who have confirmed that the entire footway (including the new section outside of the site) could be captured through this process.
- 9.56 The Highway Authority have raised no objections on highway safety grounds subject to the inclusion of conditions relating to highways improvements and visibility splays. It was not considered that the 'off-site highways improvements' condition is required, as this would be dealt with separately as part of the S278 process. They have also requested that a number of informatives be added to the decision notice, should the application be approved. Taking all of this into account, the proposals are considered acceptable on highway safety terms.
- 9.57 Turning to parking, the proposals would provide four three-bed properties and five four-beds. The site is located within 'Accessibility Zone 3' whereby the Car Parking Standards (2020) SPD would requires:
- 3-bedrooms = 2.25 allocated spaces or 1.5 unallocated spaces
 - 4-bedrooms = 3 allocated spaces or 2.4 unallocated spaces
- 9.58 Based on all of the spaces being allocated, 21 allocated parking spaces would be required for the proposals. As the scheme is below ten units, no additional visitor parking is required. The Proposed Site Plan illustrates that a total of 21 parking spaces would be provided (including the internal garages and space on the driveways for the detached units). The proposals therefore provide a policy-compliant level of parking spaces. To ensure that the garages are retained for parking, a specific condition would be added if the application is approved.
- 9.59 The proposal would provide integrated cycle stores within the front porches, which exceed the requirements of the Parking SPD. A condition would be imposed, if approved, ensuring that sufficient electric vehicle charging infrastructure is provided in-line with policy requirements.

Fire Safety

- 9.60 The Fire and Rescue Team at Hertfordshire County Council have reviewed the proposals and have identified that the access is adequate to comply with Building Regulations. The

Water Officer has highlighted that a condition relating to fire hydrants would be required to ensure there is an adequate water supply available for use in event of an emergency. This condition would be added if the application is approved. Subject to this, the proposals are considered acceptable in terms of fire safety. The access also provides adequate space for other emergency vehicles.

Other Material Planning Considerations

Climate Change and Sustainability

- 9.61 The NPPF identifies that the purpose of the planning system is to contribute to the achievement of sustainable development. This encompasses economic, social and environmental factors. DBC has declared a climate emergency and therefore, sustainable design and construction is a key consideration.
- 9.62 The proposals should be designed in accordance with DBC's 'Be Lean, Clean and Green' principles (see Figure 16 (p.121) of the Core Strategy). Policy CS29 requires new development to comply with the highest standards of sustainable design and construction.
- 9.63 The proposal has been supported by an Energy Statement, which identifies several measures to follow a low carbon approach, including:
- Fabric first approach;
 - Better than Part L fabric compliance;
 - Use of solar panels;
 - Use of high efficiency boilers or air source heat pumps;
 - All dwellings to be designed to limit water use to no more than 110 litres/person/day; and
 - An overall reduction in CO2 emissions compared to Part L 2021 targets.
- 9.64 These measures would be satisfactory in providing a sustainable development in terms of energy efficiency and low carbon. Planning conditions would be included, if approved, to ensure that these measures are followed through.

Flood Risk and Drainage

- 9.65 The NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Core Strategy Policy CS31 echoes this approach.
- 9.66 The application site is situated entirely within Flood Zone 1, indicating that there is a less than 1 in 1000 year probability of the site flooding and therefore at a low risk of fluvial flooding. The risk of flooding from rivers, seas, groundwater sewers and reservoirs is also considered to be low.
- 9.67 The application is supported by a Drainage Assessment that sets out how the site would be drained. The application proposes roof runoff will be captured by a combination of rainwater and downpipes and discharge into the permeable paving sub-base and then via below-ground drainage network to the attenuation tank. The remaining hardstanding surface water runoff is proposed to discharge into the permeable paving and thereafter into the attenuation tank prior to discharging into the Grand Union Canal at a restricted rate. A linear drainage channel will be added to the site entrance, which would discharge through a

drainage pipe network around the attenuation tank and connect to the system downstream of the flow control and discharging towards the Canal.

- 9.68 The Drainage Assessment states that the discharge rates would be managed to ensure that they do not exceed the current levels and concludes that there would be no increased run-off rate and the proposed development would not impact/change levels of water in the canal.
- 9.69 Although this application is not a major and therefore the Lead Local Flood Authority (LLFA) are not a statutory consultee, they have provided advice. They have requested some further confirmation on the drainage proposals, namely the flow control rate as there is a discrepancy in the documentation provided. They have also requested evidence of the drainage calculations and details regarding surface water flood paths. The applicant has consulted their drainage engineers on this point and therefore members will be provided with an update on this matter via the addendum or through a verbal update at the committee meeting.
- 9.70 Aside from requesting some further information, the LLFA have not raised any specific concerns with flood risk or the drainage proposals. They have made some recommendations such as a condition regarding finished floor levels, which would be added if the application is approved.
- 9.71 The Canal and River Trust have not raised any concerns over the proposed drainage strategy, the capacity of the canal or the implication of managing the water within it. Overall and subject to final details being provided, the drainage proposals are considered to satisfactorily address flood risk subject to the condition recommended by the LLFA.

Utilities

- 9.72 Thames Water have provided comments in relation to sewerage, wastewater and surface water drainage. They have not raised any concerns but have provided a number of informatives, which would be added to the application if it is approved.
- 9.73 No comments were received from other utility providers (e.g. Affinity Water, EDF Energy, etc.).

Archaeology

- 9.74 The application site is not within an Area of Archaeological Significance. However, there is a designated area (No. 13) located around 100 metres to the south. As there are limited details of the earlier uses of the site and limited archaeological investigations in this area, the Archaeology Unit at Hertfordshire County Council have suggested that the proposals may impact on heritage assets of archaeological interest.
- 9.75 Taking the above into account, it has been recommended that planning conditions be applied, if approved, to secure a sufficient level of investigation via an Archaeological Written Scheme of Investigation. The conditions should also comprise a post-investigation assessment. The archaeological conditions would ensure that the proposals would have an acceptable impact in terms of buried archaeology.

Social Infrastructure

- 9.76 The proposed development is not considered of a scale that would require any significant social infrastructure contributions (e.g. education, health, etc.). However, the application is liable for Community Infrastructure Levy contributions. The Growth and Infrastructure Unit at

Hertfordshire County Council have stated that they reserve the right to seek these contributions if required for infrastructure in the area, if needed.

Community Infrastructure Levy

- 9.77 Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The current CIL requirements, as set out in the Annual CIL Rate Summary 2023, for residential within Zone 2 is £225 per sq.m.

S106 and Planning Obligations

- 9.78 This application is delegated with a view to approval subject to the completion of a Section 106 legal agreement. The agreement would include the following matters.

Matter	Contribution
Footpath, play area and management company	Provision of footpath, play-on-the-way proposals and associated management arrangements.
SANG and SAMM	£913.88 per unit to provide SAMM mitigation. £4,251.71 per unit to provide SANG mitigation.

Affordable Housing

- 9.79 The application originally proposed 11 units. This would have triggered a policy requirement to provide affordable housing (i.e. 10+ units in this area). Although the applicant was willing to provide affordable housing, unfortunately from a layout and urban design perspective, the scheme 'did not reflect a coherent design' and the buildings did not positively respond to their surroundings (see superseded plans and the comments from Urban Designer in Appendix A). The original proposals were also considered to be 'dominated by vehicular infrastructure' and would have provided 'worryingly small gardens'. The proposal for 11 units, whilst providing some welcomed affordable housing, would have provided an unacceptable design/layout with knock-on effects on the living conditions of future occupiers (e.g. minimal garden sizes). The proposals were reduced to nine units and although the loss of affordable housing is regrettable, it is not considered that the larger proposal could have been supported.

Impact on the Waterway Infrastructure

- 9.80 Saved Policy 106 of the DBLP states that development adjoining the Grand Union Canal will be expected to make a positive contribution to the canal-side environment.
- 9.81 The Canal and River Trust (CRT), who are joint applicants for this application, have responded to the application stating that they:

...wish to ensure that the historic character, appearance and setting of the canal corridor and designated assets are not adversely affected by any subsequent additions or alterations, and considering the proximity to the waterway, that landscaping to be retained and the structural integrity of the canal infrastructure are not adversely affected.

- 9.82 They have been party to the discussions regarding the evolution of the scheme and have helped shape the proposals. Overall, the proposals are considered to make a positive contribution to the canal-side environment.

- 9.83 CRT have requested that permitted development rights are removed to ensure that the structural integrity of the canal is safeguarded and to ensure that the significance of the neighbouring heritage assets are preserved. Therefore, they have requested that plots 1 to 7 have the following permitted development removed: *Classes A, B, C, E and F of Part 1; and Class A of Part 2, Schedule 2; and Classes A-I of Part 14*. Whilst it is understood that any significant groundworks may impact the structural integrity of the Canal, it is not felt that certain permitted development rights (e.g. roof lights, dormer windows or solar panels) would impact the Canal, nor would they impact the setting of the heritage assets. As such, the suggested condition would be tailored to only remove the permitted development rights that are considered necessary to make the development acceptable.

Heritage Assets

- 9.84 The Planning (Listed Building and Conservation Areas Act 1990, Sections 16 and 66 require local planning authorities to have special regard to the desirability of preserving historic buildings and their settings. Special regard must be given by the decision maker, in the exercise of planning functions, to the desirability of preserving (i.e. keeping from harm) listed buildings and their setting.
- 9.85 The specific historic environment policies within the NPPF are contained within paragraphs 195-214. Paragraph 203 states that in determining planning applications, LPAs should take account of the desirability of sustaining and enhancing the significance of heritage assets. Paragraph 205 outlines that when considering the impact of a proposed development on the significance of a designated heritage asset, 'great weight' should be given to the asset's conservation. Paragraph 206 provides that any harm to or loss of significance of a designated heritage asset should require clear and convincing justification. Paragraph 207 states that where proposed development will lead to substantial harm or total loss of significance of a designated heritage asset, LPAs should refuse consent unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm. Where the harm is considered less than substantial, Paragraph 208 states that this should be weighed against the public benefits of the proposal.
- 9.86 The site is situated near to Wilstone Bridge and its associated lock, which are Grade II listed. This structure is grade II listed and would appear to have been constructed at the time the canal was built. The proposed new development would be within the setting of the bridge and the lock as it would be adjacent to the site. The bridge gains significance mainly from its architecture and materials but also from its surroundings. The majority of the significance of the bridge is gained from the canal whilst a low level is gained from its prominence in the rural setting. The significance of the locks is gained mainly from the surrounding canal. The proposed development is not considered to significantly impact views of the bridge when examined from the tow path in both directions. However, it is considered that there would be a low level of harm, at the 'less than substantial' level to the setting of the heritage assets. There are public benefits arising from the development, namely the provision of the enhanced connection to the canal and the play-on-the-way features. The provision of much needed housing in the context of the council's lack of a five-year must also be considered. Overall, the public benefits of the proposal are considered to outweigh the harm identified.

Land Contamination

- 9.87 The Environmental and Community Protection (ECP) Team have reviewed the Paddock Geo Engineering Preliminary Contamination Risk Assessment Report (ref. P23-114pra) dated June 2023 and consulted their own records. They have confirmed that '...there is no objection to the proposed development'. However, they highlighted that it would be necessary for the developer to demonstrate that the potential for land contamination to affect

the proposed development has been further considered and where it is present will be remediated.

- 9.88 This is necessary because of the residential end use proposed, which will be particularly vulnerable to the presence of any ground contamination and the fact that there is some uncertainty over the historical uses of the site, particularly circa 2000. As such, two planning conditions have been recommended and would be included if permission is granted.

Noise

- 9.89 The ECP Team have reviewed the application in relation to noise impacts and have not raised any concerns.

Air Quality

- 9.90 No significant impacts regarding air quality have been identified by the ECP Team.

Response to Neighbour Comments

- 9.91 The public consultation has elicited around 15 comments, the majority (14) of which are objecting to the proposed development. One comment was neutral. There are some key themes arising from the comments many of which have been discussed in detail throughout this report.

- 9.92 The key themes already addressed are as follows:

- Impact on wildlife and the Chilterns Beechwoods SAC
- Impact on trees
- Flood risk
- Over development in Wilstone
- Lack of affordable housing and housing mix
- Out of character
- Traffic and highways impacts

- 9.93 A number of other points have been raised and some further comments have been added below.

- Lack of amenities in the village

- 9.94 Some of the residents have raised the point that Wilstone has a limited number of amenities to serve the development. This is acknowledged, as Wilstone sits lower on the sustainability and settlement hierarchy for housing. However, as discussed in the 'Principle of Development' section, it does not mean that the provision of housing is unacceptable here.

- Safety of walkers

- 9.95 A concern has been raised regarding the safety of walkers. It is considered that the revised scheme with the additional footpath connection would provide overall benefits in terms of the safety of walkers along this stretch of Tring Road.

10. CONCLUSION

- 10.1 The application lies on the settlement edge and within the Rural Area. In this instance, the benefits of the development include nine new dwellinghouses and any associated social and

economic benefits. The proposals would provide a new footpath connection into Wilstone, which would serve wider benefits (i.e. providing a safer, more attractive route for existing residents to the canal towpath).

- 10.2 The provision of nine residential units is given substantial weight considering the lack of the council's five-year supply of housing and it is recognised that small sites typically deliver homes quicker than larger schemes. Having applied the 'tilted balance', it is concluded that any harm arising from the development does not significantly and demonstrably outweigh the benefits.
- 10.2 The growth of Wilstone in recent years is acknowledged by the local planning authority and internal discussions are taking place in relation to this and how growth in the settlement should be managed in the future. However, it is not considered that this point would warrant a reason for refusal, particularly when considering the proceeding paragraph.
- 10.3 The applicant has worked with the local planning authority and produced a revised scheme, taking account of the points raised by council officers. The proposals are therefore considered acceptable in terms of their design, housing mix and residential amenity.
- 10.4 The application was submitted prior to the requirement for Biodiversity Net Gain. However, conditions relating to ecology would be imposed ensuring that ecology and biodiversity is incorporated into the development and managed thereafter. No specific concerns have been raised in terms of existing ecology on the site or the impact on trees. The applicant has agreed to providing mitigation towards the Chiltern Beechwoods SAC and these details would be finalised via a legal agreement should planning permission be granted.
- 10.5 No unacceptable highway impacts have been identified and it is considered that the proposed footpath incorporating 'play-on-the-way' would provide a safer connection to the canal towpath, serving a wider benefit to existing residents in Wilstone and users of the canal. These details would also be secured via legal agreements.
- 10.6 The proposals are also considered acceptable on climate change, sustainability, flood risk and drainage, utilities, archaeology, the impact on the waterway infrastructure, land contamination, noise and air quality.
- 10.7 For the reasons outlined in this report, the application is considered to provide a high quality development and would contribute towards the council's five-year land supply. No specific reasons for refusal have been identified and therefore the following recommendation is made.

11. RECOMMENDATION

- 11.1 That planning permission be DELEGATED with a view to APPROVAL subject to a Section 106 legal agreement securing a mitigation package to avoid any further significant effects on the Chilterns Beechwoods Special Area of Conservation and the footpath, play area and associated management responsibilities.

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. **No development (excluding demolition/ground investigations) shall take place until details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. Please do not send materials to the Council offices. Materials should be kept on site and arrangements made with the Planning Officer for inspection.**

Reason: To ensure satisfactory appearance to the development and to safeguard the visual character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

3. **Prior to occupation of the development hereby approved, details of the proposed bin stores shall be provided to and approved in writing by the Local Planning Authority. The approved bin stores shall be provided prior to occupation.**

Reason: To ensure satisfactory appearance to the development and to safeguard the visual character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

4. **Prior to the commencement of the development hereby approved, a Construction Environmental Management Plan (CEMP) and Site Waste Management Plan (SWMP) shall be submitted to and approved in writing by the local planning authority.**

The CEMP shall set out, as a minimum, the proposed demolition, earthworks and construction methodology. The CEMP shall outline site specific measures to control and monitor impact arising in relation to construction traffic, noise and vibration, dust and air pollutants, land contamination, ecology and ground water. It shall also set out arrangements, by which the developer shall maintain communication with residents and businesses in the vicinity of the site, and by which the developer shall monitor and document compliance with the measures set out in the CEMP.

The SWMP shall, as a minimum, describe how materials will be managed efficiently and disposed of during the construction of the works, explaining how the re-use and recycling of materials will be maximised. It shall provide details on how measures have been taken to reduce the amount of waste produced on site and shall contain information including estimated types and quantities of waste to arise from construction and waste management actions for each waste type.

The development shall be carried out in accordance with the approved details.

Reason: To reduce the environmental impact of the construction and impact on the public highway and amenities of neighbouring residents in accordance with saved Policy 129 of the Dacorum Borough Local Plan (2004), Policies CS8, CS12, CS29 and CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 109, 112, 114 and 192 of the National Planning Policy Framework (December 2023).

5. **Prior to occupation of the development hereby approved, a Sustainability and Energy Compliance Statement shall be submitted to and approved in writing by the local planning authority. The Compliance Statement shall provide detail on energy demand and supply, carbon emissions, waste and materials, water supply and demand and**

climate resilience. It shall provide details of measures to demonstrate and achieve reduced regulated carbon emissions against Part L 2021 (Building Regulations) as per the Energy Statement (Revision 4) by Cass Design, dated February 2024.

Reason: To ensure that the development combats climate changes, provides a sustainable development and reduces carbon emissions in compliance with Policies CS28 and CS29 of the Dacorum Borough Core Strategy (2013), as well as Section 14 of the National Planning Policy Framework (2023).

- 6. Prior to the commencement of the development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall describe how it is planned to incorporate ecology and biodiversity as part of the development. The LEMP should refer to the recommendations set out in the Ecology Department's consultee comments and shall include the habitat creation measures set out at points (a) to (d) and the integrated bird and bat boxes. The development shall be carried out in accordance with the approved LEMP.**

Reason: To ensure that the development contributes to and enhances the natural environment in accordance with Policy CS26 of the Dacorum Borough Core Strategy (2013) and Paragraph 174 of the National Planning Policy Framework (2023). These details are required prior to commencement to ensure that the ecological and biodiversity enhancements can be achieved before construction works begin. The LEMP should include details of when the biodiversity enhancements will be introduced and this may be reliant on the construction process/timings.

- 7. No construction of the superstructure 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:**

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

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 five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a 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).

- 8. Prior to occupation of the development hereby approved, full details of the layout and siting of Electric Vehicle Charging Points and any associated infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until these measures have been provided in accordance with the approved details.**

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).

9. **Prior to commencement of the development, a Lighting Design Strategy (LDS) shall be submitted to and approved in writing by the Local Planning Authority. The LDS shall take account of the Principles of Lighting Design for Bats (Document ID74, paragraphs 12 and 13), and any necessary lighting requirements to secure road adoption or highway safety (if applicable). The strategy shall:**

- **Identify those areas/features on site that are particularly sensitive for birds and bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging;**
- **Demonstrate that the canal waterway is protected from excessive glare and that additional lighting does not raise its illumination above 0.5 lux; and**
- **Show how and where external lighting will be installed, including street lighting (through the provision of appropriate lighting contour plans and technical specifications), so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.**

All external lighting shall be installed in accordance with the specifications and locations set out in the LDS, and these shall be maintained thereafter in accordance with the LDS.

Reason: To ensure habitat protection and enhancement within the landscape of the development in compliance with saved Policy 113 and Appendix 8 of the Dacorum Borough Local Plan (2004), Policies CS10, CS26 and CS29 of the Dacorum Borough Core Strategy (2013) and Section 15 of the National Planning Policy Framework (December 2023).

10. **The dwelling shall be constructed to meet as a minimum the higher Building Regulation standard Part G for water consumption limited to 110 litres per person per day using the fittings approach.**

Reason: The site is in an area of serious water stress requiring water efficiency opportunities to be maximised; to mitigate the impacts of climate change; in the interests of sustainability; to use natural resources prudently in accordance with the National Planning Policy Framework (December 2023), and in accordance with Policy CS29 of the Dacorum Core Strategy (2013).

11. **Prior to occupation of the development hereby approved, details of fire hydrants or alternative emergency water supply to protect the development from fire have been submitted to and approved in writing by the local planning authority. Such details shall include provision of the mains water services for the development whether by means of existing water services, new mains, or extension to or diversion of existing services where the provision of fire hydrants is considered necessary. The proposed development shall not be occupied/used until such measures have been implemented in accordance with the approved details.**

Reason: To ensure that the development complies with Policies CS28 and CS29 of the Dacorum Borough Core Strategy (2013).

12. **Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved drawing number A1-01 P 20.**

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.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with saved Policy 51 of the Dacorum Borough Core Strategy (2004), Policies CS8 and CS9 of the Dacorum Borough Core Strategy (2013) and Paragraph 115 of the National Planning Policy Framework (December 2023).

13. **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any revoking and re-enacting that order with or without modification), no development within Plots 1-7 (inclusive) and covered by Class A, E and F of Part 1; Class A of Part 2 of Schedule 2; or Classes B, C, D and I of Part 14 of that Order shall be carried out without the express written consent of the Local Planning Authority.**

Reason: In the interests of minimising the risk of creating land instability arising from any adverse impacts from earthmoving, excavations or other construction works upon the stability of the canal and in accordance with the advice and guidance on land stability contained in paragraphs 180 and 189-190 of the National Planning Policy Framework (December 2023) and the National Planning Practice Guidance.

14. **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking or re-enacting that Order with or without modification) the garages for Plots 8 and 9 hereby permitted shall be kept available at all times for the parking of vehicles associated with the residential occupation of the dwellings and they shall not be converted or adapted to form living accommodation without the express permission of the local planning authority following the submission of a planning application.**

Reason: In order to ensure a satisfactory level of off-street parking and to protect highway safety and the amenity of other users of the public highway, in accordance with saved Policies 51 and 54 of the Dacorum Borough Local Plan (2004), Policy CS8 of the Dacorum Borough Core Strategy (2013), Paragraphs 110 and 112 of the National Planning Policy Framework (December 2023) and the Dacorum Borough Parking Standards Supplementary Parking Document (2020).

15. **(a) No development approved by this permission shall be commenced until an Intrusive Site Investigation Risk Assessment Report has been submitted to and approved by the Local Planning Authority which includes:**

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

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

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

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

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 189 and 191 of the National Planning Policy Framework (December 2023).

16. Any contamination, other than that reported by virtue of Condition 15 encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by, the Local Planning Authority and subsequently fully implemented prior to the occupation of this site. Works shall be temporarily suspended, unless otherwise agreed in writing during this process because the safe development and secure occupancy of the site lies with the developer.

Should no ground contamination be encountered or suspected upon the completion of the groundworks, a statement to that effect shall be submitted in writing to the Local Planning Authority prior to the first occupation of the development hereby approved.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013) and Paragraphs 189 and 191 of the National Planning Policy Framework (December 2023).

17. Finished floor levels shall either be set a minimum of 300mm above all sources of flood risk or be a minimum of 150mm above the surrounding ground levels, sloping away from all doorways.

Reason: To provide flood resilience in any exceedance flood events in accordance with Policy CS31 of the Dacorum Borough Core Strategy (2013) and Paragraph 175 of the National Planning Policy Framework (December 2023).

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

G4611_A1-01_Site Plan_REV20

G4611_A1-02_Plots 1_2_3_Plans_Elevation

G4611_A1-03_Plots 4-7_Plans_Elevations

G4611_A1-04_Plots 8-9_Plans_Elevations

G4611_A1-06_Ramp Sections_REV02

LN00728 -OUT-L-100 - General Arrangement Plan

LN00728-OUT-L-400 - Softworks Plan

P20-553 Flood Risk Assessment & Drainage Strategy - Issue 02

**RECORD - P20-553 WIP SK01 P6 DRAINAGE STRATEGY
200224 Energy Statement HE5348 - Wilstone Rev4**

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

Informatives:

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

2. Environmental Health Informatives

(a) Land Contamination

Guidance on how to assess and manage the risks from land contamination can be found here

<https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>
and

here:
https://www.dacorum.gov.uk/docs/default-source/environment-health/development-on-potentially-contaminated-land.pdf?sfvrsn=c00f109f_8

(b) Working Hours

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.

(c) Waste Management

Under no circumstances should waste produced from the development 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.

(d) Air Quality

As an authority we are looking for all development to support sustainable travel and air quality improvements as required by the NPPF. We are looking to minimise the cumulative impact on local air quality that ongoing development has, rather than looking at significance. This is also being encouraged by DEFRA.

As a result as part of the planning application I would recommend that the applicant be asked to propose what measures they can take as part of this new development, to support sustainable travel and air quality improvements. These measures may be conditioned through the planning consent if the proposals are acceptable.

A key theme of the NPPF is that developments should enable future occupiers to make "green" vehicle choices and (paragraph 35) "incorporates facilities for charging plug-in and other ultra-low emission vehicles". Therefore an electric vehicle recharging provision rate of 1 vehicle charging point per 10 spaces (unallocated parking) is expected. To prepare for increased demand in future years, appropriate cable provision should be included in the scheme design and development, in agreement with the local authority.

Please note that with regard to EV charging for residential units with dedicated parking, we are not talking about physical charging points in all units but the capacity to install one. The cost of installing appropriate trunking/ducting and a dedicated fuse at the point of build is miniscule, compared to the cost of retrofitting an EV charging unit after the fact, without the relevant base work in place.

In addition, mitigation in regards to NOx emissions should be addressed in that all gas fired boilers to meet a minimum standard of 40 mg NOx/Kwh or consideration of alternative heat sources.

(e) Invasive and Injurious Weeds

Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at <https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants>

3. Thames Water Informatives

Waste Comments

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

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 guidance under sections 167 & 168 in the National Planning Policy Framework. 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://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

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.

Water Comments

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.

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](https://www.thameswater.co.uk/buildingwater).

4. AN 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.

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.

5. UK Power Networks

Please note there are HV and LV overhead cables on the site running within close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.

All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 Avoiding Danger from Underground services. This document is available from local HSE offices.

Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG.

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Natural England	<p>NATURAL ENGLAND'S ADVICE – OBJECTION</p> <p>FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS ON DESIGNATED SITES - DEVELOPMENT WITHIN 12.6 KILOMETRES OF CHILTERN'S BEECHWOODS SPECIAL AREA OF CONSERVATION (SAC) WITHIN 12.6 KILOMETRES</p> <p>Between 500 metres to 12.6km from Chilterns Beechwoods SAC, a Habitats Regulations Assessment is required to determine Likely Significant Effect. Mitigation measures will be necessary to rule out adverse effects on integrity:</p> <ul style="list-style-type: none"> o provision of Suitable Alternative Natural Greenspace (SANG) or financial contributions towards an LPA-owned strategic SANG (1-9 dwellings only); and, o financial contributions towards the Strategic Access Management and Monitoring (SAMM) strategy. <p>Natural England notes that a Habitats Regulations Assessment (HRA) has not been produced.</p>

Natural England requires further information in order to determine the significance of potential adverse impacts of the development proposal on the Chilterns Beechwoods SAC and the scope for mitigation. Please re-consult Natural England once this information has been obtained.

When there is sufficient scientific uncertainty about the likely effects of the planning application under consideration, the precautionary principle is applied to fully protect the qualifying features of the European Site designated under the Habitats Directive.

Footprint Ecology carried out research in 2021 on the impacts of recreational and urban growth at Chilterns Beechwoods Special Area of Conservation (SAC), in particular Ashridge Commons and Woods Site of Special Scientific Interest (SSSI). Due to this new evidence, Natural England recognises that new housing within 12.6km of the internationally designated Chilterns Beechwoods SAC can be expected to result in an increase in recreation pressure.

The 12.6km zone proposed within the evidence base¹ carried out by Footprint Ecology represents the core area around Ashridge Commons and Woods SSSI where increases in the number of residential properties will require Habitats Regulations Assessment. Mitigation measures will be necessary to rule out adverse effects on the integrity of the SAC from the cumulative impacts of development.

In addition Footprint Ecology identified that an exclusion zone of within 500m of the SAC boundary was necessary as evidence indicates that mitigation measures are unlikely to protect the integrity of the SAC.

Impacts to the SAC as a result of increasing recreation pressure are varied and have long been a concern. The report identified several ways in which public access and disturbance can have an impact upon the conservation interest of the site, these included:

- o Damage: encompassing trampling and vegetation wear, soil compaction and erosion;
- o Contamination: including nutrient enrichment (e.g. dog fouling), litter, invasive species;
- o Fire: increased incidence and risk of fire; and
- o Other: all other impacts, including harvesting and activities associated with site management.

In light of the new evidence relating to the recreation impact zone of influence, planning authorities must apply the requirements of Regulation 63 of The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, to housing development within 12.6km of the SAC boundary. The authority must decide whether a particular proposal, alone or in combination with other plans or projects, would be likely to have a significant effect on the SAC.

Natural England are working alongside all the involved parties in order to achieve a Strategic Solution that brings benefits to both the SAC and the local area to deliver high quality mitigation. All net new dwellings

within the 500m - 12.6km zone of influence will be expected to pay financial contributions towards the formal strategy.

Consequently, it is Natural England's view that the planning authority will not be able to ascertain that this proposed development as it is currently submitted would not adversely affect the integrity of the SAC. In combination with other plans and projects, the development would be likely to contribute to a deterioration of the quality of the habitat by reason of increased access to the site including access for general recreation and dog-walking. There being alternative solutions to the proposal and there being no imperative reasons of overriding public interest to allow the proposal, despite a negative assessment, the proposal will not pass the tests of Regulation 64.

We would like to draw your attention to a recent appeal for St Leonard's Church Hall (Ref: APP/X0415/W/21/3278072) dated 1 March 2022. The appeal relates to net development within 12.6km of Chilterns Beechwoods SAC and was dismissed. The appeal decision is attached in 1 Panter. C, Liley. D, Lake. S, Saunders. P & Caals. Z, March 2022, Visitor Survey, recreation impact assessment and mitigation requirements for the Chilterns Beechwoods SAC and the Dacorum Local Plan. Available at: [dacorum-recreation-evidence-base-200322.pdf](#)

Annex A.

Planning Statement

On page 20 of the Planning Statement accompanying the planning application, a case is made for the 'tilted balance'. The Planning Statement acknowledges that Footnote 7 of NPPF (2021) Paragraph 11 (d) makes clear that areas or assets of particular importance include habitat sites and/or designated as SSSIs, as well as AONBs.

The Chilterns Beechwoods SAC is a habitats site as defined by the NPPF, and comprises Ashridge Commons and Woods SSSI. The planning application sits within the Impact Risk Zones for both the Chilterns Beechwoods SAC and the Chilterns AONB.

Paragraph 182 of the NPPF states that 'the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site'. The Impact Risk Zone (Zone of Influence) for the Chilterns Beechwoods SAC has been determined to be 12.6km, within which this development application sits.

Paragraph 176 of the NPPF further states that 'development within [National Park or AONB] settings should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas'. The proposed development is for a site within or close to a nationally designated landscape namely Chilterns AONB. However, the Planning Statement for this proposal makes no reference to the Chilterns AONB.

Natural England advises that the planning authority uses national and local policies, together with local landscape expertise and information to determine the proposal. The policy and statutory framework to guide your decision and the role of local advice are explained below.

We also advise that you consult the relevant AONB Partnership or Conservation Board. Their knowledge of the site and its wider landscape setting, together with the aims and objectives of the AONB's statutory management plan, will be a valuable contribution to the planning decision. Where available, a local Landscape Character Assessment can also be a helpful guide to the landscape's sensitivity to this type of development and its capacity to accommodate the proposed development.

The statutory purpose of the AONB is to conserve and enhance the area's natural beauty. You should assess the application carefully as to whether the proposed development would have a significant impact on or harm that statutory purpose. Relevant to this is the duty on public bodies to 'have regard' for that statutory purpose in carrying out their functions (S85 of the Countryside and Rights of Way Act, 2000). The Planning Practice Guidance confirms that this duty also applies to proposals outside the designated area but impacting on its natural beauty.

The Planning Statement is incorrect in stating that planning permission should be granted on the basis of the 'tilted balance', as an appropriate assessment for the Chilterns Beechwoods SAC has not been carried out, and no account has been taken of the setting of the Chilterns AONB.

SANG provision

Please refer to Dacorum Borough Council's website for their criteria for allocating strategic SANG capacity to development proposals Appendix A - Draft Mitigation Strategy 2.pdf (dacorum.gov.uk). As proposed, the development proposal does not meet any of the defined criteria for making a financial contribution to a DBC-owned strategic SANG, contrary to the assertion in the Planning Statement.

The developer has the following options, outlined below.

1) The developer could choose to reduce the development proposal to nine homes or fewer, in order to meet criterion 2 of Dacorum Borough Council's Allocations Protocol for strategic SANG.

2) The Planning Statement that accompanies the planning application makes reference to two nearby planning applications (23/00414/MFA and 20/01754/MFA), both of which also need to provide SANG to mitigate the adverse effects of the developments on the integrity of the Chilterns Beechwoods SAC. The developer for this scheme may wish to consider a joint approach with these other two applications in order to provide a bespoke SANG solution for all three sites. Natural England can provide charged advice on the requirements of a bespoke SANG through its Discretionary Advice Service (DAS).

	<p>Further general advice on the consideration of protected species and other natural environment issues is provided at Annex B.</p> <p>If you have any queries relating to the advice in this letter please contact the case officer Fiona Martin via fiona.martin@naturalengland.org.uk.</p> <p>For any new consultations or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.</p> <p><u>Further comments</u></p> <p>NATURAL ENGLAND'S ADVICE</p> <p>OBJECTION - FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS ON DESIGNATED SITES - DEVELOPMENT WITHIN 12.6 KILOMETRES OF CHILTERN'S BEECHWOODS SPECIAL AREA OF CONSERVATION (SAC)</p> <p>WITHIN 12.6 KILOMETRES</p> <p>Between 500 metres to 12.6km from Chilterns Beechwoods SAC, a Habitats Regulations Assessment is required to determine Likely Significant Effect. Mitigation measures will be necessary to rule out adverse effects on integrity:</p> <ul style="list-style-type: none"> o Provision of Suitable Alternative Natural Greenspace (SANG) or financial contributions towards a strategic SANG. o Financial contributions towards the Strategic Access Management and Monitoring (SAMM) strategy. <p>Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. Please re-consult Natural England once this information has been obtained.</p>
<p>Lead Local Flood Authority</p>	<p>Thank you for consulting us on your application on 14 March 2024 regarding the full planning application for the construction of 9 dwellings including the creation of a new vehicular access, parking, and landscaping.</p> <p>We understand the applicant proposes roof runoff will be captured by a combination of rainwater and downpipes and discharge into the permeable paving sub-base and then via below-ground drainage network to the attenuation tank. The applicant proposes the remaining hardstanding surface water runoff will discharge into the permeable paving and thereafter into the attenuation tank prior to discharging into the Grand Union Canal at a restricted rate of 0.6 - 0.8 l/s. A linear drainage channel will be added to the site entrance which will discharge through a drainage pipe network around the attenuation tank and connect to the system downstream of the flow control and discharging towards the canal.</p> <p>As this is a non-major application the LLFA is not a statutory consultee and can only offer advice to the LPA:</p>

- We note the drainage strategy states "connection to canal and works on tow path subject to Canal & River Trust Approval". We advise the LPA to seek evidence of agreement from the Canal and Rivers Trust that the applicant is able to discharge the site water into the Grand Union Canal.
- The drainage strategy shows a flow control restriction at 0.8l/s however sections 7.18 and 9.3 of the FRA suggests 0.6l/s. We recommend this is confirmed and updated accordingly. We would recommend the lower rate based on recent flood risk issues in the Long Marston area which may be associated with water levels in the canal.
- We would recommend finished floor levels should be set a minimum of 300mm above all sources of flood risk or 150mm over finished ground levels, whichever is more precautionary.
- We recommend the LPA seeks evidence of drainage calculations for all rainfall return periods up to and including 1% AEP plus climate change event, including a 1 in 30-year AEP + 35% climate change event. Please note that we will only accept calculations informed by FEH 2013 or 2022. The CV on the rainfall calculations for winter and summer should be 1.0. We recommend that the applicant provide half drain down times for all attenuation features proposed in the drainage strategy. Considering the submerged outfall, we recommend calculations for a surcharged outfall are provided.
- We suggest using these greenspaces to implement SuDS features to provide more attenuation storage for surface water runoff. Above-ground multi-beneficial SuDS such as rain gardens, tree pits and SuDS planters may be feasible in these locations and would help fulfil the SuDS pillars of amenity, water quality and biodiversity while also providing some attenuation. SuDS planters specifically can be designed to attenuate roof runoff on a plot-level basis, thereby promoting source control and reducing the requirement for storage in larger, potentially below-ground features.
- We note that there is a surface water flood risk on the site. We would advise that the LPA seeks evidence of how the applicant plans to deal with the surface water flow path.
- We strongly recommend that the applicant incorporate exceedance flow paths for surface water for all events greater than the 1 in 100-year + climate change event.
- For further advice on what we expect to be contained within the FRA to support an outline planning application, please refer to our Developers Guide and Checklist on our surface water drainage webpage <http://www.hertfordshire.gov.uk/services/envplan/water/floods/surfacewaterdrainage/> this link also includes HCC's policies on SuDS in Hertfordshire.

Please note if the LPA decide to grant planning permission, we wished to be notified for our records.

Affordable Housing (DBC)	Housing	Thank you for requesting comments on affordable housing.
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This application falls within the Dacorum Local Plan area. Attention should be paid to the relevant policies therein.

Qualifying Sites

The Council will seek affordable housing on:

1. Sites of 10 or more homes gross; or with a site area of 0.5 hectares or more; or if the proposed floorspace is 1000 sq. metres or more.
2. Sites for 6-9 homes in the Chilterns Area of Outstanding Natural Beauty.

Quantum

The proportion of affordable housing required is set out below:

Type of Site Affordable housing percentage

- | | | |
|----|---|------|
| 1. | All except those in rows 2-4 below | 35% |
| 2. | Local allocations 1 | 40% |
| 3. | Other greenfield sites | 40% |
| 4. | Rural/First Homes/Entry level exception sites | 100% |

1 as defined in the Dacorum Site Allocations Development Plan Document

2 a small proportion of market housing may be permitted if necessary to make a scheme viable

Where the application of the above percentages result in a fraction of an affordable home this shall be rounded to the nearest whole number. If the requirement is for half a home this shall be rounded up.

Therefore 35% applies to this site. If the scheme achieves 11 dwellings this would equate to 4 affordable homes.

The amount of affordable housing will only be reduced or waived where it is fully justified. For example where vacant building credit applies; where it is deemed unviable; and where prior approval for change of use from office to residential is applied for under permitted development rights.

Only where robustly justified might affordable housing be provided off-site, or a financial contribution made in lieu.

Mix and Tenure

Taking account of paragraphs 001 and 015 in the PPG relating to First Homes and Policy CS19 of the Dacorum Core Strategy, the Council will seek the following split of affordable homes on schemes other than those that are exempted, such as Build to Rent, 100% affordable and Exception schemes.

Tenure Percentage of Affordable Housing

First Homes - as per Planning Practice Guidance - Minimum 25%

Other affordable home ownership - shared ownership preferred - Maximum 19%
 Affordable housing for rent - social and/or affordable rent and/or Dacorum affordable rent - Minimum 56%
 Total 100%

Ordinarily the Council would seek 25% First Homes on site as per government guidance, however in this instance with only 4 Affordable Housing dwellings required we would take the approach that this may not be appropriate on a small development and due to First Homes being more suited to one and two bed flats.

Other affordable home ownership - These should be aimed at those with lower deposits. A variety of homes for shared ownership with an emphasis on 3 and then 2 bed houses would be preferable here.

Any unavoidable service charges should be fair, affordable, and kept to a minimum.

Affordable housing for rent - These must be owned and managed by registered providers of affordable housing unless they have come forward as part of a Build to Rent scheme. Rents must comply with the Government's rent standard.

The Council's priority is to ensure that affordable housing for rent is genuinely affordable to those in housing need. The paper 'Affordable Rents in Dacorum', produced in May 2022, advises that providing affordable rents at 60% of market values (including service charges) would be a sensible start point for affordable rented housing, subject to the viability of delivering housing at these costs. The Council, therefore, encourages developers and registered providers, where possible, to deliver

- o Social rents; or
- o Dacorum affordable rents (as described above).

Where these are not viable Affordable rents must be set at least 20% below local market rent (including service charges where applicable) or at Local Housing Allowance rates, whichever figure is the lower.

There is a greater need for 2 bed 4 person, 3 bed 5 and 6 person and 4 bed 6 to 8 person affordable houses for rent on suburban, village and greenfield sites. 1 bed 2 person and 2 bed 4 person flats are generally more appropriate on flatted developments.

The mix of affordable homes should generally reflect the open market dwellings and the South West Herts Local Housing Needs Assessment. The latter has been adapted below to accommodate the First Homes requirement. The following should act as a guide only across the council area:

Type	Affordable housing for rent	First Homes	Affordable home ownership
1 bed flat	20%	50%	None or few
2 bed flat/house		30%	50%
			30%

3 bed house 40% - 70%
4+ bed house 10% - None or few

Accessibility

The Government announced in July 2022 its intention to amend the Building Regulations to make M4(2) the minimum standard for all new homes. In addition the South West Herts Local Housing Needs Assessment suggested the level of provision in the table below:

Building Regulations standards	LHNA recommendations
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M4(2) accessible and adaptable dwellings	All new homes should be compliant
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M4(3)(a) wheelchair adaptable dwellings	Up to 5% of market properties
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M4(3)(b) wheelchair accessible dwellings	Up to 10% of affordable homes
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The Council, therefore, encourages all affordable dwellings to which it allocates or nominates a person to live, to meet the above standards unless this is not possible for viability or other reasons (such as the suitability of the site or building to accommodate wheelchair users and its proximity to services and facilities and public transport).

M4(3)affordable dwellings should have their own direct ground floor access, a wetroom/level access shower (as opposed to a bath) and be offered for rent, unless otherwise agreed.

Design

As with all housing, affordable housing should be built to a high standard of design and amenity. In particular the Council will expect a tenure-neutral approach, so that it is not possible to distinguish between the affordable and open market housing.

The Council will require proposed housing developments including affordable housing to comply with the NPPF, the National Design Guide, any future guidance from Homes England and other relevant local policies and guidance.

The Council will consider the distribution of the affordable homes across a development on a site by site basis, particularly on sites for 50 or more homes. Affordable housing should be distributed appropriately in groups across the site, as should any blocks of flats for affordable housing.

On larger sites which will be developed in phases there should be between 25% and 50% affordable housing in each phase with a fully policy compliant percentage achieved cumulatively through the whole site.

We ask that unit sizes should be broadly in line with the Nationally

	<p>Described Space Standards.</p> <p>Occupancy</p> <p>The council's nomination rights, and the occupancy of the affordable housing, will be controlled through the s106 agreement. Unless otherwise agreed, no more than 50% of the private units [on a residential phase] are to be occupied until all relevant affordable units [on that phase] have been completed and transferred to a Registered Provider. The Council works with registered providers to support the delivery of affordable homes and can provide contact details of upon request.</p> <p>The applicant will need to supply an affordable housing plan at the earliest opportunity illustrating the location, tenures, sizes, mix and the wheelchair user dwellings that will be supplied, taking in to account the points above.</p> <p>Should the applicant advise that a proposal is unviable in light of any policy requirements, specific site characteristics and other financial factors, they must provide an open book financial appraisal of the development. This would be independently assessed by a consultant of the council's choosing, at the expense of the applicant. Negotiations would be undertaken to secure any affordable housing contribution, preferably on-site, unless exceptional circumstances prevail. If it is determined that little or no affordable housing is viable, the Council may seek an appropriate viability review mechanism in the s106 to ensure that an uplift in the value of the development is reflected in a deferred contribution towards affordable housing.</p>
Canal & River Trust	<p>We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural, and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.</p> <p>The Trust is a joint applicant in this case and owns the site. Given the Trust's involvement in the development, we have already sought to ensure that matters relevant to our role as statutory consultee have been addressed throughout the scheme's evolution.</p> <p>The Trust would however wish to ensure that the historic character, appearance and setting of the canal corridor and designated assets are not adversely affected by any subsequent additions or alterations, and considering the proximity to the waterway, that landscaping to be retained and the structural integrity of the canal infrastructure are not adversely affected.</p> <p>Therefore, based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended)) is to</p>

advise that a suitably worded condition is necessary to remove permitted development rights for plots 1-7(inc) to address this matter.

Condition - Permitted Development

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any revoking and re-enacting that order with or without modification) no development within Plots 1-7(inc) and covered by Class A, B, C, E and F of Part 1; Class A of Part 2 of Schedule 2; or Classes A-I of Part 14 of that Order shall be carried out without the express written consent of the Local Planning Authority.

Reason: In the interests of the visual amenities of the locality and to ensure any development preserves or enhances the significance of the designated heritage assets in accordance with Policies 106 and 119 of the Dacorum Borough Local Plan 1991-2011 and Policy CS27 of the Dacorum Core Strategy 2013, and in the interests of minimising the risk of creating land instability arising from any adverse impacts from earthmoving, excavations or other construction works upon the stability of the canal and in accordance with the advice and guidance on land stability contained in paragraphs 174 & 183-184 of the National Planning Policy Framework and in the National Planning Practice Guidance.

Please do not hesitate to contact me with any queries you may have.

Further comments

Thank you for your consultation on amendments.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural, and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

The Trust is a joint applicant in this case and owns the site. Given the Trust's involvement in the development, we have already sought to ensure that matters relevant to our role as statutory consultee have been addressed throughout the scheme's evolution, including the amendments to the scheme.

As advised previously though the Trust would still wish to ensure that the historic character, appearance and setting of the canal corridor and designated assets are not adversely affected by any subsequent additions or alterations, and considering the proximity to the waterway, that landscaping to be retained and the structural integrity of the canal infrastructure are not adversely affected.

Therefore, based on the information available our substantive response

	<p>(as required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended)) is to advise that a suitably worded condition is necessary to remove permitted development rights for plots 1-7(inc) to address this matter.</p> <p>Condition - Permitted Development</p> <p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any revoking and re-enacting that order with or without modification) no development within Plots 1-7(inc) and covered by Class A, B, C, E and F of Part 1; Class A of Part 2 of Schedule 2; or Classes A-I of Part 14 of that Order shall be carried out without the express written consent of the Local Planning Authority. Reason: In the interests of the visual amenities of the locality and to ensure any development preserves or enhances the significance of the designated heritage assets in accordance with Policies 106 and 119 of the Dacorum Borough Local Plan 1991-2011 and Policy CS27 of the Dacorum Core Strategy 2013, and in the interests of minimising the risk of creating land instability arising from any adverse impacts from earthmoving, excavations or other construction works upon the stability of the canal and in accordance with the advice and guidance on land stability contained in paragraphs 180 & 189-190 of the National Planning Policy Framework and in the National Planning Practice Guidance.</p>
<p>Tring Rural Parish Council</p>	<p>Neutral - The Tring Rural Parish Council do not object to this application. The focus of the council's concerns is invariably flooding and drainage. However, it is noted that this proposed development site is entirely within zone 1 for flood risk, as is the immediate surrounding area. Furthermore, the council is not aware of any flooding issues in the immediate vicinity. The council leave it to the expertise of the planning officers to consider the comprehensive Flood Risk Assessment, although it is understood that such an assessment was not strictly necessary as the site is entirely zone 1.</p> <p><u>Further comments</u></p> <p>No further submission.</p>
<p>Environmental And Community Protection (DBC)</p>	<p>Having reviewed the planning application submission, in particular the Paddock Geo Engineering Preliminary Contamination Risk Assessment Report (ref. P23-114pra) dated June 2023, and having reviewed the ECP Team records I am able to confirm that there is no objection to the proposed development. However, it will be necessary for the developer to demonstrate that the potential for land contamination to affect the proposed development has been further considered and where it is present will be remediated.</p> <p>This is necessary because of the residential end use proposed, which will be particularly vulnerable to the presence of any ground contamination and the fact that there is some uncertainty over the historical uses of the site, particularly circa 2000. As such the following planning conditions should be included if permission is granted.</p>

It should also be noted that the above referenced report recommends that further land contamination assessment should occur.

The report does not appear, however, to have identified that for an unspecified period around 2000, an area around the site entrance was cleared of vegetation and in use for an unspecified purpose. As such this information should be made available to the applicant, so that it can be taken into account by their environmental consultant.

Contaminated Land Conditions:

Condition 1:

(a) No development approved by this permission shall be commenced until an Intrusive Site Investigation Risk Assessment Report has been submitted to and approved by the Local Planning Authority which includes:

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

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

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

- (i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.
- (ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

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

Condition 2:

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

Should no ground contamination be encountered or suspected upon the completion of the groundworks, a statement to that effect shall be submitted in writing to the Local Planning Authority prior to the first occupation of the development hereby approved.

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

Informative:

The above conditions are considered to be in line with paragraphs 174 (e) & (f) and 183 and 184 of the NPPF 2021.

Guidance on how to assess and manage the risks from land contamination can be found here: <https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm> and here: https://www.dacorum.gov.uk/docs/default-source/environment-health/development-on-potentially-contaminated-land.pdf?sfvrsn=c00f109f_8

Please let me know if you have any questions, otherwise I would be grateful if you would pass the necessary information on to the applicant.

Good afternoon Martin, apologies for the delay in replying to this one.

Following consultation for the above application, this team would not look to add formal conditions in regards to noise, air quality etc.

Please find the below informative comments in regards to the proposed development however, which we respectfully request to be included in the decision notice.

Working Hours Informative

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.

Waste Management Informative

Under no circumstances should waste produced from the development 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.

Air Quality Informative

As an authority we are looking for all development to support sustainable travel and air quality improvements as required by the NPPF. We are looking to minimise the cumulative impact on local air quality that ongoing development has, rather than looking at significance. This is also being encouraged by DEFRA.

As a result as part of the planning application I would recommend that the applicant be asked to propose what measures they can take as part of this new development, to support sustainable travel and air quality improvements. These measures may be conditioned through the planning consent if the proposals are acceptable.

A key theme of the NPPF is that developments should enable future occupiers to make "green" vehicle choices and (paragraph 35) "incorporates facilities for charging plug-in and other ultra-low emission vehicles". Therefore an electric vehicle recharging provision rate of 1 vehicle charging point per 10 spaces (unallocated parking) is expected. To prepare for increased demand in future years, appropriate cable provision should be included in the scheme design and development, in agreement with the local authority.

Please note that with regard to EV charging for residential units with dedicated parking, we are not talking about physical charging points in all units but the capacity to install one. The cost of installing appropriate trunking/ducting and a dedicated fuse at the point of build is miniscule, compared to the cost of retrofitting an EV charging unit after the fact, without the relevant base work in place.

In addition, mitigation in regards to NOx emissions should be addressed in that all gas fired boilers to meet a minimum standard of 40 mg NOx/Kwh or consideration of alternative heat sources.

Invasive and Injurious Weeds – Informative

Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at

	<p>https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants</p> <p>If you need anything further please let me know.</p>
<p>Hertfordshire Ecology</p>	<p>Ecological Summary: The site is adjacent to the Grand Union Canal, Aylesbury Arm Local Wildlife Site important as the banks and tow path of this section supports a diverse range of plant species including fen and marsh indicator species. Images on street view show the grassland to be dominated by tall herb and grass species. The grassland is identified in the ecological base line as semi improved based on phase 1 surveys and could qualify as the UK habitat type other neutral grassland. The ecological survey assessed it as other neutral grassland, species indicative of wet conditions such as such as meadow sweet reed canary grass were present, and the report assessed the area as being probably derived from flood plain meadow or pasture. Areas of ruderal vegetation and scrub are also noted with some areas of nettle and other species characteristics of nutrient enrichment. The hedgerows on site are all priority habitats with one hedgerow qualifying as being important under the hedgerows act. Hertfordshire Environmental Records Centre has records of otters in the near vicinity and nearby land parcels are highlighted as having high potential for this species. The Preliminary Ecological Appraisal highlighted the site as providing potential habitat for badgers, hedgehogs, nesting birds, reptiles and great crested newts. A common toad was found on site.</p> <p>Ecological sensitivity: The site is adjacent to the grand union canal an important ecological route and Local Wildlife Site measures to protect this habitat are essential if the proposal is to proceed.</p> <p>Surveys: The Phase 1 Habitat walkover survey was carried out on 12th May 2023 and within the optimal season, and a UK habitats assessment carried out. The provision of complete species lists, or Quadrat data and condition sheets would have been preferred and if a metric calculation is required should be provided as supporting information. The indicative species list provided, shows it is a complex mix of wetland, ruderal and meadow species. The potential presence of orchid species indicates that the grassland has some botanical interest, nevertheless the species listed do not indicate it is of wildlife site quality.</p> <p>EDNA surveys of nearby waterbodies and ditches and Reptile surveys of the site were carried out in 2021 and 2023 and found no evidence of great crested newts or reptiles.</p> <p>Over all the ecological surveys listed above, notwithstanding the above comments, provide a reasonable assessment of the ecological conditions on site and I have no reason to doubt there over all conclusions.</p> <p>Ecological constraints that should be avoided: The site contains priority habitats which should be retained or compensated for. Nevertheless, these are not of distinctiveness or rarity so as to represent a fundamental constrain to the principle of this development.</p>

Hedgerow H2: qualifies as an important hedgerow under the hedgerow acts and requires written permission from LPA if it is to be removed. I am pleased to see and support its retention. This hedgerow should be maintained and managed to maximise its biodiversity value.

Mitigation: The Requirement for precautionary mitigation measures for badgers, dormice, and herpetofauna species/ habitats are outlined in section R5 of the Preliminary Ecological Appraisal R5. This should be amended to exclude dormouse for which there is no evidence of their presence and to include the two priority species hedgehogs and hare for which the site contains habitat potential. I support the inclusion of these mitigation measures within a CEMP This should be informed by suitable ecological guidance, and I advise is secured by Condition.

In addition, environmental protection measures to ensure the canal and Local Wildlife Site is not negatively impacted should form part of the CEMP.

Whilst it is acknowledged that the retention of the northern hedgerow and position of access routes should provide a degree of light screening for the waterway. In order to ensure that it retains its function as an ecological corridor for bats, a lighting plan demonstrating that the water way is protected from excessive glare and that additional lighting does not raise its illumination above 0.5 lux should be provided.

Compensation: In order to demonstrate that any permission granted for this application is consistent with the principles relating to the mitigation hierarchy embed within the NPPF, compensation measures for the loss of the grassland, a single tree and the area of scrub on the eastern boundaries are required. The landscaping plan includes replacement and additional planting. This includes the addition of native hedgerow along the eastern boundary wildflower meadow and woodland ground cover planting. In order for these to make a meaningful contribution to biodiversity I advise the following measures:

- a. The native hedgerow should be a mixed hedgerow composed of a minimum of 4 native shrub species and managed for biodiversity.
- b. The wildflower meadow mix should be for species adapted to the wet conditions and include the species associated with marsh and wet grassland habitats already present.
- c. The proposed tree planting in this wildflower meadow area should be of a low density and include shrub species managed by rotational coppicing to ensure the wildflower species are not shaded out.
- d. The tree cover above the woodland ground cover planting should be deciduous to allow vernal and pre vernal species and be of species that cast only a dappled shade.

Ecological Opportunities: The area is identified within the Hertfordshire Ecological Network map as existing habitat not listed as S41 priority habitat and represents an opportunity for enhancement of existing habitat to improve the ecological network. Its connection to the Grand

Union Canal an effective linear ecological connection to numerous other habitats heightens the benefits of the retention and enhancement of some or all the existing areas of grassland and hedgerows.

If the application is approved the opportunity should be taken to enhance the existing habitat by suitable planting and management. In addition, it would be a suitable location for Integrated bird and bat boxes within any new dwellings adjacent to this beneficial aquatic habitat.

Landscape and Ecological Management Plan: The compensation and enhancement opportunities listed above and any additional measures to improve the biodiversity of the site should be outlined within a Landscape and Ecological Management Plan and I advise secured by condition.

Biodiversity net gain: No Biodiversity Metric has been submitted with the application although recommended within the Preliminary Ecological Appraisal. Measurable biodiversity net gain is not now expected to become a mandatory requirement until January 2024. However, its provision would allow the LPA to assess the level of biodiversity change resulting from the proposal. Its absence however, unless a requirement of local policy, cannot be used as a reason for refusal.

Habitat Regulations assessment: The proposed development will result in an increase in residential accommodation. Given that the proposed development lies within the Chilterns Beechwoods Special Area of Conservation (SAC) 'Zone of Influence', the Habitats Regulations 2017 (as amended) apply, and we recommend that as the competent authority, the Council must undertake a Habitats Regulations Assessment (HRA).

This is because we consider there is a credible risk that harmful impacts from the increase in recreational pressure on the SAC (alone or in combination with other plans or projects) may arise and that likely significant effects cannot be ruled out.

If, following further 'appropriate assessment', the HRA is subsequently unable to rule out adverse effects on the integrity of the SAC, mitigation will be required.

Effective mitigation will be best delivered by adopting the measures set out in the Council's strategic mitigation plan and the payment of the appropriate tariff(s). The latter will contribute to the implementation of 'strategic access management and mitigation measures' (SAMMs) alongside the creation of suitable alternative natural green spaces' (SANGs).

As there is no indication in the application that the tariff(s) will be paid, it is our opinion that adverse effects cannot be ruled out and consent cannot be granted until adequate mitigation is provided.

Further comments

ECOLOGICAL IMPLICATIONS

	<p>Thank you for consulting this office on the above application.</p> <p>Overall Recommendation:</p> <p>Application can be determined (with any conditions listed below).</p> <p>Summary of Advice:</p> <ul style="list-style-type: none"> o A biodiversity net gain should be demonstrated using the statutory metric. <p>Supporting documents:</p> <p>I have made use of the following documents in providing this advice:</p> <ul style="list-style-type: none"> o Amended Soft works plan (revision 3) <p>Comments:</p> <p>Since our previous response 29/09/2023, the site lay out has been amended which has resulted in a change to the proposed landscaping and soft. In the absence of a biodiversity metric the overall net gain or loss is hard to quantify. However, the greatest change is an apparent reduction in public green space which can be managed for biodiversity and controlled through planning. For example, the increase in area of the private garden spaces for properties 8 and 9. Whilst I support the use of species rich lawn mix within these garden spaces the retention of these cannot be guaranteed. Likewise, it is difficult to assess the impact to BNG of changes to the northeast corner with the creation of the new path and changes to the lay out. And landscaping. The value of some of the proposed BNG measures could be compromised by their exposure to disturbance, trampling etc, such as the wildflower meadow area under the tulip tree, within the new car parking spaces.</p> <p>For the LPA to be confident that the development will be policy compliant and deliver a biodiversity net gain. I advise that this should be demonstrated using the statutory biodiversity metric and measures outlined as to how any short fall in Biodiversity units will be achieved whilst meeting the trading rules. This can be secured as a Pre-Commencement Condition.</p> <p>I trust these comments are of assistance.</p>
Thames Water	<p>Waste Comments</p> <p>There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p> <p>With regard to SURFACE WATER drainage, Thames Water would</p>

	<p>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 guidance under sections 167 & 168 in the National Planning Policy Framework. 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://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</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>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>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>Hertfordshire Highways (HCC)</p>	<p>This is an interim to start a discussion to enable the site to be acceptable. Firstly, HCC Highways would like to see the raw speed survey data quoted in the transport statement to ensure that the 85th percentile number is accurate.</p> <p>Secondly as per inclusive mobility the width of a footway should be a minimum of 2 metres. This is stated in section 4.2 of Inclusive mobility where it states;</p> <p>"Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of 2000mm is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters."</p> <p>This ensures that the site is accessible to all people especially to be able to reach the village centre.</p> <p>Once this has been provided then HCC Highways can make an informed recommendation.</p> <p><u>Further comments</u></p> <p>Interim</p>

Following emails the raw data for the speed survey has now been produced, however, within our previous interim we requested the footway be widened as per inclusive mobility the width of a footway should be a minimum of 2 metres. This is stated in section 4.2 of Inclusive mobility where it states;

"Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of 2000mm is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters."

This ensures that the site is accessible to all people especially to be able to reach the village centre

The footway is currently proposed at 1.8 metres. Once this has been provided then HCC Highways can make an informed recommendation.

Final comments

AMENDED PROPOSAL

Construction of 9 dwellings including the creation of a new vehicular access, parking and landscaping

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

1) Highway Improvements - Offsite

A) Design Approval

Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence until a detailed scheme for the off-site highway improvement works as indicated on drawing number A1-01 P 20 have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

B) Implementation / Construction

Prior to the first use of the development hereby permitted, the improvement works referred to in part A of this condition shall be completed in accordance with the approved details for works including;

- Footway of 2 metres in width from the site linking to existing footway to the south of the sites location
- Bell mouth Access for 7 dwellings along ring Road
- Dropped kerb for access for two dwelling which will access across the proposed 2 metre wide footway.

Reason: To ensure construction of a satisfactory development and that

the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

2) Provision of Visibility Splays - Dimensioned on Approved Plan

Prior to the first occupation of the development hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved drawing number A1-01 P 20.

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.

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).

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) 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 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 for the construction of 9 dwellings including the creation of a new vehicular access, parking and landscaping a Land West Of Tring Road, Tring Road, Wilstone. Tring Road is a 60 mph unclassified local access route that is highway maintainable at public expense. Tring Road in relation to HCC's new Place and Movement Planning Design Guide is allocated as a P1/M1 (e.g. Rural Lane).

Highway Matters

The existing site is a field on the edge of Wilstone. The applicant has carried out a speed survey of the adjacent highway network along Tring Road and found the 85th percentile speeds to be between 24 mph and 27 mph and as such has illustrated visibility splays in relation to these speeds on drawing number A1-01 P 20 for the proposed two accesses. The applicant is proposing two new accesses to the site. The first being a bellmouth to access 7 of the 9 dwellings in the location of a previous field gate. This access has been shown that it can accommodate a fire vehicle turning on site as well as private cars. The surface of the internal road network will be for shared use. A refuse truck is proposed to wait within the highway network as opposed to going into the site which is deemed acceptable for the classification of the adjacent highway network and its speeds. There is proposed to be another access to the south of the larger bellmouth which will accommodate access for two of the dwellings. This access has not been illustrated on any drawings to its layout but owing to the proposed footway should be constructed as a dropped kerb to a maximum of 7.2 metres (6 dropped kerbs and 2 risers) which would accommodate two properties. There is proposed to be a 2 metre footway fronting the site which ensure as per inclusive mobility two wheelchair users to pass one

	<p>another.</p> <p>This two metre footway should connect to the existing footway network along Tring Road and will connect the development to Wilstone and its amenities. All of these should be constructed under a section 278 agreement - please see informative 1 - in line with the suggested conditions by HCC Highways.</p> <p>Conclusion</p> <p>HCC has no objections or further comments on highway grounds to the proposed development, subject to the inclusion of the above highway informatives (in relation to entering into a Section 278 Agreement) and conditions.</p>
Trees & Woodlands	<p>Regarding this app, I have no issues to raise in principle but need to raise a serious longer term concern.</p> <p>The Arb Report accurately notes the presence of moderate (x9) and low (x5 plus x3 groups) quality trees, and of these x12 individual trees are Ash.</p> <p>It is proposed to remove two Cat B (mod) and one Cat C (low) quality trees and partially remove one C group along the frontage of the site. Mitigation planting is planned in order to address tree loss.</p> <p>Of the trees noted as Ash for retention (T5, 6, 7, 8, 9, 10, 11, 12, 13), these are all located in a row on the canal side - and in all likelihood, they will need to be removed in near future due to Ash Dieback (ADB). ADB is a fungal disease that is killing 80 - 90% of affected Ash trees nationwide. ADB is prevalent across the Tring area and the Borough Council are soon to embark on a five-year long series of Ash removal projects that will involve thousands of trees in Dacorum.</p> <p>The DAS admirably refers to retaining most of the existing site trees, but in this instance I believe this to be the wrong decision. Although a date cannot yet be fixed, it is highly probable in the next 5 to 10 years that all site Ash will need to be removed due to the hazard they present to homeowners and their homes. At that stage, the LPA will have no control concerning replanting.</p> <p>It seems sensible to mitigate against the devastating impact of ADB now, when tree removal operations could occur on a clear site rather than when surrounded by new houses, landscaping, cars and people. Removal now would cause a considerable visual impact but would enable sensible tree replacement to be controlled via the planning process. This would also enable construction works to be completed more efficiently as site operations would be less constrained by tree protection measures.</p> <p>ADB is going to significantly change our urban and rural landscapes, but more importantly has already caused injury and death within the tree contracting industry due to the unpredictable nature of the fungus' effect on the structural integrity of trees. Accordingly, ADB works are becoming more reliant on mechanisation, which will be very difficult to</p>

	complete should the new dwelling that are proposed be built.
Urban Design (DBC)	<p>As discussed, please find below some initial thoughts on the application at Land West of Tring Road. I am happy to talk these through with the applicants once they have decided their next steps if it would help with any future submission.</p> <p>Key considerations that should be incorporated to any future submission:</p> <ul style="list-style-type: none"> o Units adjacent to no. 71 should follow the existing building line and front onto Tring Road. With this in mind, units 8 - 11 should front onto Tring Road, with their primary residential amenity space to the rear. Following the existing settlement pattern should result in a landscaped set back from the road as well. o Buildings should positively respond to Tring Road and the adjacent recently approved scheme to create a sense of arrival into the village. As such, it is suggested that the proposed unit in the north eastern corner of the site, immediately adjacent to Wilstone Bridge should create a landmark feature. Employing a corner typology would allow the building to respond positively to views from Wilstone Bridge, whilst adhering to the above suggestion of fronting onto Tring Road. o The existing layout does not reflect a coherent design. The orientation and layout of the units is jarring and not cohesive. The form and building lines should respond to neighbouring units, and follow a degree of symmetry, ensuring the spaces between buildings is both attractive and functional. o All rear gardens must adhere to policy requirements for minimum back garden space standards: "Private gardens should normally be positioned to the rear of the dwelling and have an average minimum depth of 11.5 m. Ideally a range of garden sizes should be provided to cater for different family compositions, ages and interests." [Local Plan: Appendix 3]. At present it appears a number of units have worryingly small rear gardens. o Any car parking should be well-screened and where possible allow for flexible use dependent on demand. Large areas of surface car parking should be avoided, with successive spaces limited to a maximum of 4, with landscaped verges and tree planting breaking up areas of consecutive spaces. At present the location of the main car parking area is in a prominent location within the scheme and would be not only dominant within the development but highly visible from the road and main access point. o Where parking spaces are between dwellings, they should be set back from the primary frontage. o The outdoor storage of bins and bike stores should be designed in from the outset, to ensure that they are in practical and functional locations within the plots. With this in mind, we would expect to see integrated or well-designed bin storage, which is well-screened and does not dominate residential amenity space.

	<p>o The proposed extension to the footpath along Tring Road should continue the full extent of the site boundary, providing pedestrian connection to the towpath.</p> <p>o The central area of the development is currently dominated by vehicle infrastructure and at present there do not appear to be any pedestrian footpaths within the development. Whilst the access road only serves a small number of units, we would expect to see some sort of provision for pedestrian movement across the site. This should enable pedestrians to move safely from the car parking areas, to access homes and to connect into the wider footpath and towpath connections.</p> <p>o The appearance and design of the proposed units should respond to and reflect local existing and future character of neighbouring areas. The appearance of the buildings should be of a high-quality, employing brickwork detailing, a subtle mix of materials, and a coherence across the site.</p> <p><u>Further comment</u></p> <p>Having reviewed the latest revisions to the scheme I have compiled the following, in summary, they have generally responded to the majority of previous comments which is welcomed:</p> <p>o It appears there are elements of play-on-the-way which are all welcomed. The appearance and proposed materials should be conditioned with any decision to ensure they are of a high quality;</p> <p>o The introduction of the link to the towpath is welcomed and supported;</p> <p>o The integrated cycle stores, located at the front of the dwellings, immediately adjacent to the primary entrances are considered to be appropriate and acceptable from a design perspective. This will encourage and promote sustainable choices through design.</p> <p>o The revisions to the layout are acceptable from a design perspective. With greater spacing between units 3no and 4no it has created a more functional and practical space, which is supported.</p> <p>o The shared bin storage is also considered to be an improvement, however, in this prominent location, in close proximity to the main entrance from Tring Road, the design and materials will be important to ensure this is an attractive feature.</p> <p>Generally, we welcome the revisions to the scheme and consider them to be an overall improvement to the application. Sample materials will need to be conditioned to ensure high-quality appearance that responds to the sites context.</p>
<p>Hertfordshire Property Services (HCC)</p>	<p>I am writing in response to the above planning application insofar as it raises issues in connection with minerals and waste matters. Should the Borough Council be minded to permit this Full application, a number of detailed matters should be given careful consideration.</p> <p>Minerals</p>

In relation to minerals, the site is not located within the 'Sand and Gravel Belt' as identified in Hertfordshire County Council's Minerals Local Plan 2002 - 2016, adopted 2007. The Sand and Gravel Belt is a geological area that spans across the southern part of the county and contains the most concentrated deposits of sand and gravel throughout Hertfordshire. BGS data does not identify superficial sand and gravel deposits on the site and the council therefore has no mineral concerns.

Waste

Government policy seeks to ensure that all planning authorities take responsibility for waste management. This is reflected in the County Council's adopted waste Development Plan Documents (DPDs). In particular, these documents seek to promote the sustainable management of waste in the county and encourage Local Planning Authorities to have regard to the potential for minimising waste generated by development.

The National Planning Policy for Waste (October 2014) sets out the following:

'When determining planning applications for non-waste development, local planning authorities should, to the extent appropriate to their responsibilities, ensure that:

the likely impact of proposed, non-waste related development on existing waste management facilities, and on sites and areas allocated for waste management, is acceptable and does not prejudice the implementation of the waste hierarchy and/or the efficient operation of such facilities;

new, non-waste development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development and, in less developed areas, with the local landscape. This includes providing adequate storage facilities at residential premises, for example by ensuring that there is sufficient and discrete provision for bins, to facilitate a high quality, comprehensive and frequent household collection service;

the handling of waste arising from the construction and operation of development maximises reuse/recovery opportunities, and minimises off-site disposal.'

The policies in the adopted Waste Core Strategy and Development Management Policies DPD (2012) that relate to this proposal, and which must be considered by the Local Planning Authority in determining the application, include Policy 1: Strategy for the Provision for Waste Management Facilities (namely the penultimate paragraph of the policy) and Policy 12: Sustainable Design, Construction and Demolition.

Many of the policy requirements can be met through the imposition of planning conditions.

As a general point, built development should have regard to the overall

infrastructure required to support it, including where appropriate a sufficient number of waste storage areas that should be integrated accordingly and facilitate the separate storage of recyclable wastes.

Waste Policy 12: Sustainable Design, Construction and Demolition requires all relevant construction projects to be supported by a Site Waste Management Plan (SWMP).

The Waste Planning Authority would expect to see a SWMP prepared to support this project. The SWMP must be prepared and agreed in consultation with the Waste Planning Authority prior to commencement of the development. The SWMP must be implemented throughout the duration of the development, from initial site preparation works, through to final completion of the construction phase, and during the operational phase of the proposed development.

By preparing a SWMP prior to commencement, early decisions can be made relating to the management of waste arisings and building supplies made from recycled and secondary materials can be sourced, to help alleviate the demand for primary materials such as virgin sand and gravel. Early planning for waste arisings will help to establish what types of containers/skips are required for the project and when segregation would be best implemented for various waste streams. It will also help in determining the costs of removing waste from the site.

As a minimum, the SWMP should include the following:

Project and People

Identification of the client

Identification of the Principal Contractor

Identification of the person who drafted the SWMP

Location of the site

An estimated cost of the project

Declaration that the client and contractor will comply with the requirements of Duty of care that materials will be handled efficiently and waste managed appropriately (Section 34 of Environmental Protection Act 1990 and Environmental Protection (Duty of Care) Regs 1991)

Estimating Waste

A description of the types of waste that are expected to arise on site (recorded through the use of 6-digit European Waste Catalogue codes) and an estimated quantity for each of the types (in tonnes)

Waste management actions for each waste type (i.e., will the waste be re-used, recycled, recovered or disposed)

Space for Later Recordings

Space for the recording of actual figures against the estimated figures

Space for the recording and identification of those responsible for removing the waste from site and details of the sites they will be taking it too

Space to record explanations for any deviations from what has been set out in the SWMP, including explanations for differences in actual waste

	<p>arisings compared to the estimates</p> <p>If a SWMP is not produced at the planning application stage, the Waste Planning Authority requests the following pre-commencement condition be attached to any approved planning application:</p> <p>'Condition: Before the commencement of the development hereby permitted, a Site Waste Management Plan (SWMP) for the for the site/each phase of the development (use as necessary) has been submitted to and approved in writing by the Local Planning Authority in consultation with the Waste Planning Authority. The SWMP should aim to reduce the amount of waste produced on site and should contain information including estimated types and quantities of waste to arise from construction and waste management actions for each waste type. The development shall be carried out in accordance with the approved SWMP for the duration of the development hereby permitted.</p> <p>Reason: To promote the sustainable management of waste arisings and contribution towards resource efficiency, in accordance with Policy 12 of the Hertfordshire Waste Core Strategy and Development Management Policies Development Plan Document (2012).'</p>
<p>Hertfordshire Fire & Rescue (HCC)</p>	<p>Following information sent to us from Highways Agency, with regards to the above planning application, we have examined the drawings and note that the provision for access appears to be adequate to comply with the building regulations 2010. I have been in touch with our Water Officer who has already made comment on this application with regards to the request for hydrants.</p> <p>We have no further comments at this stage.</p> <p>This will require a condition for the provision and installation of fire hydrants, at no cost to the county council, or fire and rescue services. This is to ensure there are adequate water supplies available for use in the event of an emergency.</p>
<p>Lead Local Flood Authority (HCC)</p>	<p>Thank you for your consultation regarding the above application (received 22 September 2023) for the full planning permission for the construction of 11 dwellings including the creation of a new vehicular access, parking, and landscaping. We have reviewed the application as submitted and wish to make the following comments.</p> <p>We object to this planning application in the absence of an acceptable Flood Risk Assessment (FRA), Drainage Strategy and supporting information relating to:</p> <ul style="list-style-type: none"> o Increased vulnerability of use on a greenfield site which has not fully assessed the risk of flooding the development may have elsewhere from the drainage scheme. o Not complying with NPPF, PPG or local policies (Policy CS29 Sustainable Design and Construction, Policy CS26 Green infrastructure, policy C231 Water Management). <p>Reason</p>

	<p>To prevent flooding in accordance with National Planning Policy Framework paragraph 167, 169 and 174 by ensuring the satisfactory management of local flood risk, surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as designed for the lifetime of the development.</p> <p>We will consider reviewing this objection if the issues highlighted on the accompanying Planning Application Technical Response document are adequately addressed. Please be aware that the reasons for objection, highlighted on the technical response are mainly due to the Flood Risk Assessment referring to preliminary design. For a full planning application all SuDS features, four pillars of SuDS and discharge locations should be final and confirmed within the layout of the development.</p> <p>Informative</p> <p>In December 2022 it was announced FEH rainfall data has been updated to account for additional long term rainfall statistics and new data. As a consequence, the rainfall statistics used for surface water modelling and drainage design has changed. In some areas there is a reduction in comparison to FEH2013 and some places an increase (see FEH22 - User Guide (hydrosolutions.co.uk)). Any new planning applications that have not already commissioned an FRA or drainage strategy to be completed, should use the most up to date FEH22 data. Other planning applications using FEH2013 rainfall, will be accepted in the transition period up to Autumn 2023. This includes those applications that are currently at and advanced stage or have already been submitted to the Local Planning Authority. For the avoidance of doubt the use of FSR and FEH1999 data has been superseded by FEH 2013 and 2022 and therefore, use in rainfall simulations are not accepted.</p> <p>Informative to the LPA</p> <p>Please note if, you the Local Planning Authority review the application and decide to grant planning permission, you should notify the us, the Lead Local Flood Authority, by email at FRMConsultations@hertfordshire.gov.uk.</p>
<p>Crime Prevention Design Advisor</p>	<p>Thank you for sight of planning application Reference: 23/02195/MFA, Proposal: Construction of 11 dwellings including the creation of a new vehicular access, parking, and landscaping Address: Land West of Tring Road Tring Road Wellstone Tring Hertfordshire</p> <p>In relation to security, footpaths at the rear of properties have been proven to generate crime. I would therefore ask that the footpath is:</p> <ul style="list-style-type: none"> . as wide and straight as possible . well lit (if possible) . devoid of hiding places <p>Although this is a small development in a low crime area, I would always advise building to the police minimum security standard Secured by</p>

	Design.
Historic Environment (HCC)	<p>Thank you for consulting us on the above application.</p> <p>The proposed development area is located to the north of Area of Archaeological Significance No13, as identified in the Local Plan. This notes that Wilstone is a village of medieval origin, first documented in 1220. The main focus of the early settlement appears to have been focused around Chapel End. Earthworks of ridge and furrow surround the village, the closest to the proposed development area being present on the recreation ground to the west [Historic Environment Record no. 18721]. There is evidence supporting medieval occupation from sites in the village such as the timber-framed buildings of Wilstone Great Farm [HER 10796]. The Half Moon public house [HER 13394] dates from the early post-medieval period.</p> <p>No evidence of earlier use of the proposed development area has been identified, and the Archaeological and Heritage Assessment (Environmental Dimension Partnership Ltd, 2023) submitted with the planning application, while recognising that few archaeological investigations have been carried out in the general area, assesses its potential to contain archaeological remains (heritage assets) of medieval and earlier date as low. The area has been shown on historic mapping to have been used as agricultural land throughout the post-medieval and modern periods. There is, therefore, the possibility that earlier remains will survive below the ground, and if so, they may be well preserved.</p> <p>I believe that the proposed development is such that it should be regarded as having the potential to have an impact on heritage assets of archaeological interest, and I recommend that the following provisions be made, should you be minded to grant consent:</p> <ol style="list-style-type: none"> 1. the archaeological field evaluation of the proposed development area, via trial trenching, prior to development commencing; 2. such appropriate mitigation measures indicated as necessary by that evaluation. These may include: <ol style="list-style-type: none"> a. the preservation of any remains in situ, if warranted, b. appropriate archaeological excavation of any remains before any development commences on the site, with provisions for subsequent analysis and publication of results, c. archaeological monitoring of the groundworks of the development (also including a contingency for the preservation or further investigation of any remains then encountered), d. such other provisions as may be necessary to protect the archaeological interests of the site; 3. the analysis of the results of the archaeological work with provision for the subsequent production of a report and an archive, and the publication of the results; 4. such other provisions as may be necessary to protect the archaeological interests of the site;

I believe that these recommendations are both reasonable and necessary to provide properly for the likely archaeological implications of this development proposal. I further believe that these recommendations closely follow the policies included within Policy 16 (para. 205, etc.) of the National Planning Policy Framework, and relevant guidance contained in the National Planning Practice Guidance, and in the Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment (Historic England, 2015).

In this case three appropriately worded conditions on any planning consent would be sufficient to provide for the level of investigation that this proposal warrants. I suggest the following wording:

A No demolition/development shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme and methodology of site investigation and recording as required by the evaluation
3. The programme for post investigation assessment
4. Provision to be made for analysis of the site investigation and recording
5. Provision to be made for publication and dissemination of the analysis and records of the site investigation
6. Provision to be made for archive deposition of the analysis and records of the site investigation
7. Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

B The demolition/development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition (A)

C The development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis and publication where appropriate.

If planning consent is granted, I will be able to provide detailed advice concerning the requirements for the investigations, and to provide information on professionally accredited archaeological contractors who may be able to carry out the necessary work.

I hope that you will be able to accommodate the above recommendations.

Please do not hesitate to contact me should you require any further information or clarification.

Further comments

ARCHAEOLOGICAL IMPLICATIONS

Thank you for consulting this office on the above application.

Please note that the following advice is based on the policies contained in the National Planning Policy Framework.

Our advice on this application remains the same as that given in Alison Tinniswood's letter P04/23/2195-1, dated 30/10/2023:

The proposed development area is located to the north of Area of Archaeological Significance No13, as identified in the Local Plan. This notes that Wilstone is a village of medieval origin, first documented in 1220. The main focus of the early settlement appears to have been focused around Chapel End. Earthworks of ridge and furrow surround the village, the closest to the proposed development area being present on the recreation ground to the west [Historic Environment Record no. 18721]. There is evidence supporting medieval occupation from sites in the village such as the timber-framed buildings of Wilstone Great Farm [HER 10796]. The Half Moon public house [HER 13394] dates from the early post-medieval period.

No evidence of earlier use of the proposed development area has been identified, and the Archaeological and Heritage Assessment (Environmental Dimension Partnership Ltd, 2023) submitted with the planning application, while recognising that few archaeological investigations have been carried out in the general area, assesses its potential to contain archaeological remains (heritage assets) of medieval and earlier date as low. The area has been shown on historic mapping to have been used as agricultural land throughout the post-medieval and modern periods. There is, therefore, the possibility that earlier remains will survive below the ground, and if so, they may be well preserved.

I believe that the proposed development is such that it should be regarded as having the potential to have an impact on heritage assets of archaeological interest, and I recommend that the following provisions be made, should you be minded to grant consent:

1. the archaeological field evaluation of the proposed development area, via trial trenching, prior to development commencing;

2. such appropriate mitigation measures indicated as necessary by that evaluation. These may include:

a. the preservation of any remains in situ, if warranted,

b. appropriate archaeological excavation of any remains before any development commences on the site, with provisions for subsequent analysis and publication of results,

c. archaeological monitoring of the groundworks of the development (also including a contingency for the preservation or further investigation of any remains then encountered),

	<p>d. such other provisions as may be necessary to protect the archaeological interests of the site;</p> <p>3. the analysis of the results of the archaeological work with provision for the subsequent production of a report and an archive, and the publication of the results;</p> <p>4. such other provisions as may be necessary to protect the archaeological interests of the site; '</p> <p>I believe that these recommendations are both reasonable and necessary to provide properly for the likely archaeological implications of this development proposal. I further believe that these recommendations closely follow the policies included within Policy 16 (para. 211, etc.) of the National Planning Policy Framework, and relevant guidance contained in the National Planning Practice Guidance, and in the Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment (Historic England, 2015).</p> <p>If planning consent is granted, I will be able to provide detailed advice concerning the requirements for the investigations, and to provide information on professionally accredited archaeological contractors who may be able to carry out the necessary work.</p> <p>Please do not hesitate to contact me should you require any further information or clarification.</p>
Education (HCC)	<p>Hertfordshire County Council's Growth & Infrastructure Unit do not have any comments to make in relation to financial contributions required by the Hertfordshire County Council's Guide to Developer Infrastructure Contributions 2021.</p> <p>Notwithstanding this, we reserve the right to seek Community Infrastructure Levy contributions towards the provision of infrastructure 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: 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>
Environmental And Community Protection (DBC)	<p>Regarding the above planning application, I have reviewed the additionally submitted information and the recommendations for land contamination planning conditions within the memo sent out to you on the 13/10/2023 have not change.</p> <p>Pollution Team</p>

With reference to the above planning application, please be advised the Environmental Health Pollution Team have no objections or concerns re noise, odour or air quality. However I would recommend the application is subject to informatives for waste management, construction working hours with Best Practical Means for dust, Air Quality and Invasive and Injurious Weeds which we respectfully request to be included in the decision notice.

Working Hours Informative

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.

Construction Dust Informative

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

Waste Management Informative

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.

Air Quality Informative

As an authority we are looking for all development to support sustainable travel and air quality improvements as required by the NPPF. We are looking to minimise the cumulative impact on local air quality that ongoing development has, rather than looking at

	<p>significance. This is also being encouraged by DEFRA.</p> <p>As a result as part of the planning application I would recommend that the applicant be asked to propose what measures they can take as part of this new development, to support sustainable travel and air quality improvements. These measures may be conditioned through the planning consent if the proposals are acceptable.</p> <p>A key theme of the NPPF is that developments should enable future occupiers to make "green" vehicle choices and (paragraph 35) "incorporates facilities for charging plug-in and other ultra-low emission vehicles". Therefore an electric vehicle recharging provision rate of 1 vehicle charging point per 10 spaces (unallocated parking) is expected. To prepare for increased demand in future years, appropriate cable provision should be included in the scheme design and development, in agreement with the local authority.</p> <p>Please note that with regard to EV charging for residential units with dedicated parking, we are not talking about physical charging points in all units but the capacity to install one. The cost of installing appropriate trunking/ducting and a dedicated fuse at the point of build is miniscule, compared to the cost of retrofitting an EV charging unit after the fact, without the relevant base work in place.</p> <p>In addition, mitigation in regards to NOx emissions should be addressed in that all gas fired boilers to meet a minimum standard of 40 mg NOx/Kwh or consideration of alternative heat sources.</p> <p>Invasive and Injurious Weeds - Informative Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants</p>
<p>Crime Prevention Design Advisor</p>	<p>Thank you for sight of planning application 23/02195/FUL, Construction of 9 dwellings including the creation of a new vehicular access, parking, and landscaping . Land West of Tring Road Tring Road Wilstone Tring Hertfordshire</p> <p>In relation to security and crime prevention the superseded layout is significantly better.</p> <p>I would ask that the dwellings are built to the police security standard Secured by Design</p>
<p>Affinity Water - Three Valleys Water PLC</p>	<p>Affinity Water has no comments to make regarding planning application 23/02195/FUL.</p>

Thames Water	<p>Thank you for consulting Thames Water on this planning application. Having reviewed the details, we have no comments to make at this time.</p> <p>Should the details of the application change, we would welcome the opportunity to be re-consulted.</p>
Refuse, Cupid Green Depot	There should be space to store 3 x wheeled bins and a curb side caddie and space to present 2 x wheeled bins and the curb side caddie outside the boundary nearest the road on collection day. The collection vehicle is a 26t rigid freighter.
Tring Rural Parish Council	Tring Rural Parish Council do not object to this application. The focus of the, council's concerns is invariably flooding and drainage. However, it is noted that this proposed development site is entirely within zone 1 for flood risk, as is the immediate surrounding area. Furthermore the council is not aware of any flooding issues in the immediate vicinity. The council leave it to the expertise of the planning officers to consider the comprehensive Flood Risk Assessment, although it is understood that such an assessment was not strictly necessary as the site is entirely zone 1.
UK Power Networks	<p>Please note there are HV and LV overhead cables on the site running within close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.</p> <p>All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 Avoiding Danger from Underground services. This document is available from local HSE offices.</p> <p>Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG.</p>

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
28	15	1	14	0

Neighbour Responses

Address	Comments
67 Tring Road Wilstone Tring	<p>My objections are for the following reasons:-</p> <p>- The direct impact this will have on the SSSI site at Ashridge.</p>

<p>Hertfordshire HP23 4PE</p>	<ul style="list-style-type: none"> - Loss of a natural habitat for wildlife. - The area is prone to significant flooding. - Local amenities are already at bursting point (Doctors and Schools). - The impact on the safety to walkers. - There is already considerable over-development within Wilstone. <p>Further to previous comments made we would like to add the following:-</p> <ul style="list-style-type: none"> - The previous development plan allowed for 2-Bed houses which have now been removed. The village and local area is in desperate need of 'affordable-housing' and this new proposal provides none for the younger generation and this is inexcusable. Time and time again developments are passed with no thought for the young house buyers. Dacorum, please take a stand on this urgent matter that needs to be addressed.
<p>90 Tring Road Wilstone Tring Hertfordshire HP23 4PD</p>	<p>90 Tring Road, Wilstone</p> <p>OBJECT</p> <p>Planning application 23/02195/MFA Proposal: construction of 11 new houses, land off Tring Road.</p> <p>This application is contrary to policies CS1, CS2, CS7, CS10, and CS20 of the core strategy.</p> <p>This proposed development is on the opposite side of the road to our bungalow at 90 Tring Road. Our bungalow is single story.</p> <p>Wilstone has a good mix of all age groups. The village has no school. The children use the school bus to travel to both primary and secondary school which the secondary school is over subscribed. In 2022 Tring secondary school had 480 applicants for year 7 with only 240 place available. Due to further development in Tring there will be further pressure for school places.</p> <p>This local shop is the hub of our community. A large number of volunteers help run the shop along with many local teenagers as part of their D of E award scheme.</p> <p>Wilstone has had its fair share of new housing:</p> <p>Wilstone has approx. 280 homes and since 2012 has seen the approval of 74 new homes meaning an increase of over 25% of the entire village. This does not include the 28 further homes by Rectory Homes which is currently with planning and not yet granted.</p> <p>Planning application: 4/01533/12/MFA - Dixon's Wharf, Dixon's Gap, Wilstone. Change of use from B1 (business) to C3 (dwelling house) and construction of 21 dwellings.</p> <p>Granted permission 08/11/12 a previously developed location within the designated rural area".</p>

2. Planning application: 4/02833/16/MFA - Victory House, Wilstone Bridge, Tring Road

Demolition of existing buildings and construction of 8 new homes. Granted permission 16/03/17. Planning officer's report to committee highlighted the brownfield status of the site and to grant permission would "improve the appearance of a previously developed, derelict site".

3. Planning application: 4/01331/17/FUL - 17 Tring Road, Wilstone
Demolition of house and garage and construction of 3, 3 bedroom dwellings

Granted permission 14/09/17.

4. Application 4/02469/18/FUL demolition of agricultural barn and replace single dwelling. Granted Jan 2020

5. Application 19/03229/FUL demolition of garage and construction of a single dwelling. Granted Jan 2020

6. Application 4/01803/18/FUL Construction of 3 bed dwelling on garden land behind Tring Road.

7. Application 21/00854/FUL Demolish storage yard and construct 6 new homes outside village boundary. Granted and completed currently homes on the market.

8. Current application 20/003864/FUL land off 36-44 Tring Road build 6 new homes on behalf of Dacorum Council. With planning officer

Traffic through village

The Glanville transport report on file dated 2019 trip rates only apply to estimated households in the village.

Trip rates household privately owned

8-9am peak inbound 0.085 outbound 0.447 two-way 0.532

17.00 -18.00 inbound 0.404 outbound 0.170 two-way 0.574

daily 7am-19.00pm 2.313 inbound outbound 2.283 two-way 4.596

trip rates traffic generation 15 houses

8-9am inbound 1 outbound 7 two-way 8

17-18.00pm inbound 6 outbound 3 two-way 9

7am-19.00pm inbound 35 outbound 34 two-way 69

Tring Rural Parish Council carried out their own survey on village traffic also in 2019 which greatly differs from Tring Trial villages survey.

Tring Rural Parish Council in 2019 shows that between 7-10am 408 vehicles passed through the village averaging 1 every 26.4 seconds of which 167 (40.9%) exceeded the speed limit with the highest recorded speed 55-60mph.

Between 3-6pm 448 vehicles passed through the village at a rate of 1 every 24 seconds of which 171 (38.2%) were speeding with the highest recorded speeds in 40-45mph.

1852 vehicles were recorded in a 24 hour period. (Graph forwarded to planner showing traffic from 00.00 to 23.00)

Wingrave Road which Tring Road joins at the T junction over the canal bridge between 7am-7pm a total of 3805 vehicles passed. During a 24 hour period 4426 vehicles passed.

Traffic/ junction

Living at the junction of Tring Road and Grange Road I know first-hand how dangerous this junction along with Tring Road is.

Mostly we reverse out of our driveway due to its layout and be on high alert. Traffic from both directions travel at speed and especially from around the bend. The peak time volumes can have bursts of continuous traffic. The speed limits are in the main not observed by cut through traffic. Last summer cars travelling in opposite directions damaged each side of their cars as the view at this bend is obscure until you are near to the bend.

Effects on the Environment

Rectory Homes has paused building on 28 homes which is opposite this application. This is due to the economic climate and the Chiltern Beechwoods area of Conservation. This site currently has seven homes built on site which are now boarded up and hopes to reopen the site in autumn 2024.

The effects of this building site has had a big impact on the village. All vehicles over 10 ton have to access the site through the village as the canal bridge has a weight restriction off 10 ton. Tring Road leading into the village the majority of the grass verges have eroded away along with the road due to these heavy vehicles. The road through the village is very narrow. The terraced homes before the village hall have only a very small frontage and a number of these houses have young children. There is no protection against cars or heavy laden vehicles as there is no pavement from the village hall through the village right up to New Road. It is becoming more increasingly difficult at times to manoeuvre around the bend at the village hall.

The road has also narrowed by The Forge in the centre of the village as cars now park on Tring Road which vehicles have to give way to oncoming traffic. The village roadway is not suitable for constant movement of heavy vehicles.

If this build goes ahead along with Rectory Homes building work we will be looking at building work in our small village continuing for a number of years possibly 2030. Can the village sustain this environmentally without damage to the village considering all building materials will have to come through the village to reach the site due to the 10 ton restriction at the canal bridge. I have also witnessed a number of over

	<p>10 ton vehicles ignoring the restrictions and using the bridge.</p> <p>Current building</p> <p>Rectory has also applied for a further 28 homes on land behind the current site which is with planning. That would be in total 56 new homes accessing Tring Road with this application of 11 a total of 67 new homes.</p> <p>Wilstone currently has a number of homes for sale which have been on the market for more than six months. Do we really need a further 11 homes?</p> <p>What Wilstone needs is new affordable homes for young people who have lived in the village all their life and want to remain in the village. A good example would be the 6 new family homes Dacorum Council have just completed in Grange Road, homes for young families. We do not need new homes in price ranges of approx 700k just affordable homes.</p>
<p>71 Tring Road Wilstone Tring Hertfordshire HP23 4PE</p>	<p>We live at Nr 71 Tring Road and our property makes up the third boundary to the proposed development and we have the following reasons for objecting to the scheme.</p> <p>The properties along this side of Tring Road are bungalows and yet you are proposing houses which is not in keeping with the rest of the properties along Tring Road before the canal.</p> <p>In your brochure you state there is significant shortfall of market and affordable housing in the Dacorum and that is why you are putting forward this scheme. The proposed design is for affordable housing based on a design to match the properties in Wilstone Wharf. These properties sold for between £620 and £725 thousand. How can this be classified as affordable even as shared ownership.</p> <p>The village has only got a part time voluntary village shop, there are no schools within the village or doctors. The schools within the catchment area are already struggling to accommodate the growing population of Tring and the surrounding villages. The doctors surgeries are under staffed and are struggling to accommodate existing patients. This development will only add to these problems.</p> <p>This is a valuable ecological area, it supports, deer, foxes and a vast variety of birdlife and other animals and plants. Although they may not be endangered at the moment, but if we continue to remove their habitat they will be.</p> <p>The land is part of the flood plain for the reservoirs at Marsworth, that is why the existing adjoining properties have had their levels increased.</p> <p>Currently the Rectory Homes site is for 28 properties (Now Stopped). They have also put plans in for a further 28 homes connecting to the stopped site. Across the canal 6 new dwellings have been built plus a further 6 houses have been built along Grange Road. This is a total 40 new residential buildings which have been granted planning permission with</p>

	<p>a further 28 awaiting a decision within the last two years. With this proposed development of 11 homes this would bring the total new properties in this VILLAGE to 79. The current infrastructure (Drainage, Telecommunications and parking) cannot cope with the existing properties never alone the new properties.</p> <p>The entrance to the site is between the existing single track hump back bridge over the canal and a narrow bend which has already got the access road for the Rectory Homes site of a possible 56 houses. With your proposed development of 11 homes this would make this congested area even worse. With this being a village in a rural setting this stretch of road has no footpath and is regularly used by dog walkers and ramblers joining the canal towpath and cyclist who have to regularly use the gate way of this land to avoid on-coming traffic. This is because it is only just wide enough for two cars to pass. If a bus or larger vehicle is using the road the on-coming vehicle has to wait in the passing bay this side of the bridge. With the additional vehicles from your development this only make the matters worse.</p> <p>Will this development be adopted by the local authority who will maintain the communal areas or will it remain the responsibility of the Canal and River Trust. If it is to remain under the control of the Canal and River Trust what assurance will we get that they will actually maintain these areas; as the current land has never been maintained in the 10 years we have lived here. In fact the hedge along Tring Road is now so overgrown it has reduced the already narrow road by at least 600mm.</p> <p>Following the mitigation strategy set out by Dacorum Borough Council to Protect Ashridge Commons and Woods, what measures have been included within this proposed development. In the Mitigation statement any development of 10 or more homes is classified as a larger development the mitigation statement makes the following comment</p> <p>Currently there is no SANG in place for larger developments outside the catchment area of Hemel Hempstead. This means that developments will not be able to proceed, unless they can bring forward their own SANG solution.</p>
<p>12 Gilders Sawbridgeworth Sawbridgeworth CM21 0EF</p>	<p>This site is suitable for the inclusion of integrated Swift bricks within the fabric of the new dwellings, which at present do not appear to include any biodiversity enhancements, other than a suggestion for e LEMP to be produced at a later stage</p> <p>Swift bricks conform to BS 42021:2022 and are universal as they provide nest cavities for a number of birds including four red-listed species of conservation concern: Swift, House Martin, Starling and House Sparrow, making inclusion a real biodiversity enhancement.</p> <p>For this development Swift bricks would be ideally located high up on the north facing gable end of plots 8-10, away from windows.</p> <p>Bearing in mind the scale of the development and the lack of clarity in terms of biodiversity enhancements so far, I would suggest that Swift bricks are secured by way of a condition, the wording adapted from BS</p>

	<p>42021:2022: "no development shall take place until written details are approved by the LPA of the model and location of 4 integrated Swift bricks, such bricks to be fully installed prior to occupation and retained thereafter", in accordance with the NPPF</p> <p>Please do not make a pre-occupation condition as integrated bird boxes have to be installed at the construction stage and requiring details after this has taken place is therefore not appropriate.</p>
<p>4 Chapel Fields Wilstone Tring Hertfordshire HP23 4SL</p>	<p>I object to this application because it would significantly increase traffic across the small canal bridge at the north of the village and along the high street. It would also mean turning a rural area into more of an urban sprawl and put further pressure on already stretched local services. Wilstone is a village and this development would damage its character and the existing community. There are many towns nearby where the developers could build these houses without impacting our existing and cherished way of life. In addition, further concreting over green space would increase rainfall run off adding to the already significant flooding issues, and put further pressure on drainage and effluent systems that are already overflowing. I urge the planning authorities to turn this down and ask the developers to focus on towns that can cope with more development - Wilstone already has development sites in progress that represent a 20% increase in homes and this has got to stop before the village is totally ruined and unrecognisable</p>
<p>9 New Road Wilstone Tring Hertfordshire HP23 4NZ</p>	<p>As this development is already adjacent to another large development (Rectory Homes) and accessible by the same inadequate road access, close to a small canal road bridge, without an alteration to the road access this creates a significant safety risk to pedestrians and other road users alike.</p> <p>In addition, Wilstone remains a small village with limited housing need. Two developments have recently been agreed to by the Planning Officer, one of which the developer (Rectory Homes) has since mothballed due to a lack of demand, and current housing value. If Dacorum Council is willing to allow developers to take this approach, despite the promise of affordable housing, it really should assess whether there is truly demand for further sustainable development in this small village.</p> <p>The housing volume being requested here is also highly limited, and what demand there is for housing in a small village, with limited public services, will be fully met by the Rectory Homes development (should it ever be completed).</p>
<p>71 Tring Road Wilstone Tring Hertfordshire HP23 4PE</p>	<p>We live at Nr 71 Tring Road and our property makes up the third boundary to the proposed development and we have the following reasons for objecting to the scheme.</p> <p>1) The properties along this side of Tring Road are bungalows and yet you are proposing houses which is not in keeping with the rest of the properties along Tring Road before the canal.</p>

2) In your original application it was stated that there is a shortfall of affordable housing in Dacorum and yet the proposed scheme has no affordable housing proposed. It also states that Wilstone is outside of the 'rural area' for the purposes of affordable housing, and yet we are surrounded on all boundaries by farming and a rural landscape. Also we fall under Tring Rural for Building Control, so to say we are not rural to me is incorrect and therefore the development is incorrect for the needs of the council.

3) In the original scheme the unit adjacent our property was at least 4-5m away from the red line boundary of the site with a blank wall facing us and the front of the house was orientated to look into the proposed site. In the planning statement you state you have reorientated and moved this unit further away from our property. In actual fact the rear corner of the house is within 2-3m of the red line boundary, the elevation facing us has now got two windows that can look into our property; also, the orientation of the house has the rear elevation looking into our property. In the planning statement it states these changes have been done to further protect our amenities, in actual fact they have made them worse.

4) In the planning Statement it is stated there are 2 no two-bed, 6no three-bed and 3no three bed and that you will be providing 25.5 spaces although you only need to provide 20.4 spaces. The actual scheme proposed has the following accommodation schedule

4No 3 bed 6-person houses
3No 4 bed 6-person houses
2No 4 bed 8 person houses

There are 15 parking bays for units 1-7 and possibly 2/3 cars parking per plot for 8 & 9. This gives a total allocation of 21 parking spaces, yet there is the potential for 58 people with cars to live on the scheme. The village already has an issue with on and off-street parking which will only be made worse with the proposed scheme

Clearly this Planning Statement isn't in full alignment with the proposed scheme so how can anything in it have any credibility to fact

5) In the planning Statement it states that a footpath will be constructed from the southern side of the bellmouth and this would connect to the existing footpath. The drawings show the footpath stopping at the north side of the existing drainage ditch that runs along side our property, and there currently is no footpath outside the front of our property.

6) Policy CS1 identifies Wilstone as a SMALL VILLAGE and allows developments in rural settlements which support the vitality and viability of local communities. With this and other pending applications will no longer be a small village. In the planning statement it states that the proposed development won't damage the existing character of the site and that the hedge along the north boundary will screen views into the site from the canal. However, the scheme is for contemporary houses which are totally out of character to the rest of the houses in the village except for the houses to the north of the canal which will be screened from new development and are therefore not connected.

7) Under Policy CS2 planning statement they state that until recently the site was considered outside the defined settlement of Wilstone but because of the developments to the North and East of the site it can now be considered an infill site. The two sites north of the scheme were built on brown field sites and the site to the west is still awaiting a decision. Therefore, if it wasn't considered an infill site then why should it be considered one now.

8) Policy CS7 allows small scale development will be permitted in Aldbury, Long Marston and Wilstone. We already have 2 small scale schemes completed, we have a further larger scheme started and have 2 further schemes in planning and this now makes three. I therefore say we have provided enough small-scale developments in this village and its time to say enough is enough to continually rip up green belt land. There are existing Brownfield sites within the Dacorum borough which should be developed before any consideration should be given to developments of green belt

9) The village has only got a part time voluntary village shop, there are no schools within the village or doctors. The schools within the catchment area are already struggling to accommodate the growing population of Tring and the surrounding villages. The doctor's surgeries are under staffed and are struggling to accommodate existing patients. This development will only add to these problems.

10) This is a valuable ecological area, it supports, deer, foxes and a vast variety of birdlife and other animals and plants. Although they may not be endangered at the moment, but if we continue to remove their habitat they will be.

11) The land is part of the flood plain for the reservoirs at Marsworth, that is why the existing adjoining properties have had their levels increased.

12) Currently the Rectory Homes site is for 28 properties (Now Stopped). They have also put plans in for a further 28 homes connecting to the stopped site at the junction of Tring a further nine self-build houses have been proposed. Across the canal 6 new dwellings have been built plus a further 6 houses have built along Grange Road. This is a total 40 new residential buildings which have been granted planning permission with a further 37 awaiting a decision within the last two years. With this proposed development of 9 homes this would bring the total new properties in this VILLAGE to 86. The current infrastructure (Drainage, Telecommunications and parking) cannot cope with the existing properties never alone the new properties.

13) In the first application there was one vehicular access and egress from the site now the proposal has two vehicular access and egress points. These access and egress points are between the existing single track hump back bridge over the canal and a narrow bend which has already got the access road for the Rectory Homes site of a possible 56 houses. With your proposed development of 9 homes this would make this congested area even worse.

	<p>14) The original scheme allowed for dust carts to access the site leaving Tring Road free. However, the proposed scheme has the waste removal from Tring Road on a narrow and obscured bend which will leave both road users and the waste removal operatives vulnerable to accidents</p> <p>15) With this being a village in a rural setting this stretch of road has no footpath and is regularly used by dog walkers and rambles joining the canal towpath and cyclist, who have to regularly use the gate way of this land to avoid on-coming traffic. This is because it is only just wide enough for two cars to pass. If a bus or larger vehicle is using the road the on-coming vehicle has to wait in the passing bay this side of the bridge. With the additional vehicles from your development this only make the matters worse.</p> <p>16) On drawing L-400 softworks plan it shows the existing retained scrub (which also contains trees) will be retained and yet the drawing P20-553 SK01 rev P6 has the surface water drainage outfall including a swale going through this area of retained scrub. Therefore, the drainage scheme cannot be built the way they are intending.</p> <p>17) Will this development be adopted by the local authority who will maintain the communal areas or will it remain the responsibility of the Canal and River Trust. If it is to remain under the control of the Canal and River Trust what assurance will we get that they will actually maintain these areas; as the current land has never been maintained in the 10 years we have lived here. In fact, the hedge along Tring Road is now so overgrown it has reduced the already narrow road by at least 600mm.</p> <p>18) Following the mitigation strategy set out by Dacorum Borough Council to Protect Ashridge Commons and Woods, what measures have been included within this proposed development. In the Mitigation statement any development of 10 or more homes is classified as a larger development the mitigation statement makes the following comment</p> <p>Currently there is no SANG in place for larger developments outside the catchment area of Hemel Hempstead. This means that developments will not be able to proceed, unless they can bring forward their own SANG solution.</p> <p>Although this scheme may only be 9 houses it has the potential for 58 people to live in this area and it is footfall in the Ashridge Estate not house numbers. If this development was for 10 2 bed 4-person houses would fall under the restriction and would house 40 people and would therefore has less footfall effect on the area of concern.</p>
Councillor Smith-Wright	<p>As I am the Ward Councillor for Tring Rural I wondered if you could call me to discuss 23/02195/FUL as I have several concerns and am considering 'calling it in' for the reasons below.</p> <p>1. Hazardous Access and Increased Traffic: The proposed site access is situated close to a blind bend, posing significant safety risks for cars</p>

and pedestrians exiting the site. The proximity to the canal bridge further complicates this issue of traffic congestion. With the additional traffic from this development opposite at Rectory homes, it is highly likely that this area will experience unacceptable levels of congestion for a small village from the potential 54 household cars, as well as delivery vehicle and increased traffic in the immediate facility. Which I think is inappropriate and dangerous. The dependency on cars also contradicts the Dacorum's sustainable plan.

2. Canal Bridge Limitations: The canal bridge next to the development has a weight restriction and is already appears to be suffering from a degraded road surface. That infrastructure is ill-equipped to handle increased traffic, especially heavy vehicles.

3. Flooding Risk and Water Management Issues: The proposed sites gardens are directly backing onto the canal that has been at dangerously high levels recently in the floods this area experienced. The Canal and River Trust is facing challenges in managing water levels locally, the canal at this point in Wilstone regularly tops over and cascades around the lock gate and the sides of the canal are often under water. And with the overflow and water release incidents of letting water out into the villages that The Canal & River trust carried out such few weeks ago - all these villages in Rural Tring are in danger of flooding, especially vulnerable homes such as these that would back onto the canal.

4. Negative Impact on Immediate Local Residents: The residents of Dixons Wharf, face onto the development directly from the FRONT of their properties. There will be extensive light intrusion and noise pollution which will directly impact their rights. No 7 Dixons Wharf is especially close to the perimeter of the new build.

5. Lack of Affordable Housing and Overdevelopment: Again, this area is being ambushed by developers building 9 unobtainable houses. Out of most people's reach. The absence of affordable housing in the plan should not be allowed, especially given the increase in the number of houses in Wilstone over the last few years. In the UK the average earnings are £30,000. So, people on that salary can afford a house for £280,00 (8 times their salary). These houses will be over £600,000 + so will not be providing affordable houses for essential workers. Many of the expensive homes in Rural Tring such as Puttenham, Wilstone and Gubblecote have been left unsold. This development seems to contribute to overdevelopment without addressing local housing needs.

6. Environmental Degradation: The proposed development site serves as an important green field soak away for Wilstone which is a medieval village of historical significance. The hedges must be preserved as flood prevention and eco systems to survive. The field is a flood prevention soak away, it is also an ancient natural habitat corridor for local wildlife, including bats, badgers, deer, and birds. Ducks and their chicks have for many years used this field to access routes to Marsworth Reservoir. The construction will destroy this nature ark impacting the local ecosystem significantly. Which would balance the eco system with Rectory homes opposite.

	<p>7. Inadequate Amenities and Pedestrian Access: A part time shop run by locals, a pub on the brink of survival. There is very little to offer residents. The lack of a footpath from this site to the village forces residents to rely on cars, as the amenities do not support walking. This reliance on vehicles contradicts the desire for a village experience and increases carbon footprint. The best access to the village or the playground on foot would be along the dangerous road, over the bridge and then along the towpath to the recreation ground.</p> <p>9. Water Drainage Concerns: Rectory Homes' opposite made modifications to water drainage which have already impacted the canal, with blocked ditches and waterlogged towpath leading to water seepage into the canal. The proposed development which is even closer and densely built could worsen these drainage issues. Attached is a photo of the new barns next to Dixons Wharf showing the high water level. I see this development has planned a run-off for surface water into a pipe that will run straight into the canal. Another source of water into an already full canal system..</p> <p>10. Infrastructure & Design Concerns: This area frequently experiences power outages and has precarious overhead electrics. The current sewage system in Wilstone is full and additional housing could overburden these systems. The type of two story urban designed buildings in a cul de sac is out of keeping with the village. The next-door houses in Tring Road are bungalows with appropriately sized gardens. There 2 c inadequate car parking spaces per house with no extra parking for children's cars. Wilstone already has a parking issue.</p> <p>In conclusion, this additional development is a flood risk and is an excessive over development of a small plot of land, with a dangerous access, built on a flood soak away and natural habitat. This proposal offers few amenities and encourages a reliance on cars to access the essential services.</p> <p>Wilstone has had to shoulder its fair share of new developments. And while development is necessary for community growth, it fields unnecessary to pick a village apart and create a sprawl. These villages need to be preserved for the beauty they bring to residents and visitors; they are vulnerable because of the proximity to water. The Water table is very high in all these villages which is why they flood often.</p> <p>Whatever is built here must be balanced and in harmony with the rest of the village, sustainable, safe for pedestrians, well placed that benefits a village and is not be detrimental to the local bio diversity, environment and infrastructure.</p> <p>Further comments</p> <p>Thanks very much for the chat today and as discussed, I would like to confirm that I would like to call in 23/02195/FUL.</p>
<p>The Old Packing Station Station Road</p>	<p>I have two concerns about this proposal:</p> <p>1 The first relates to the existing row of trees along the northern site</p>

Long Marston Tring
Hertfordshire
HP23 4QS

boundary which runs alongside the canal towpath. The Tree Survey in the application documents raises a series of problems relating to these trees with recommendations regarding the actions required, but the application does not appear to clarify what work will actually be undertaken as part of the development. The issues raised are as follows:

- The row of 9 ash trees along this boundary are squashed together and many of them are multi-stemmed, having probably started out life as a hedge. As a result and through the lack of any maintenance/management, they are now overgrown and choking each other ('etiolated' as the Tree Survey puts it). They are around 6 storeys in height and overhang the canal, partially obstructing the towpath and forcing people to duck around them in places. They therefore need to be judiciously pruned (in width and height) to ensure their longer term health and to respect their immediate environs.

- To varying degrees of severity, the trees are being attacked by ivy. According to the tree survey, the ivy needs to be severed at the base of each trunk/stem in order to kill it off and give the trees a chance of survival.

- It seems the willow tree which is immediately adjacent to the Grade II Listed Wilstone Bridge has been periodically pollarded over time and according to the tree survey, now needs to be pollarded again. This is to avoid it causing structural damage to the bridge and address its encroachment onto Tring Road and the towpath.

In view of the above, it would be irresponsible to ignore the problems that have already been identified because when the proposed development is complete it would be extremely difficult to deal with them. The application should therefore be amended to confirm that the above work will be undertaken at the appropriate time or a condition attached to any approval to achieve the same objective.

2 The second point relates to dwellings 8, 9 & 10 which present their back gardens to Tring Road. In the current proposal the substantial hedge along this boundary is to be removed, making way for an extension to the public footpath (which ideally should lead all the way to the bridge).

If this is accepted in principle, then in my view these three new dwellings should be flipped around so their fronts face the road, to present a more inviting sense of arrival to the village. This would also be more respectful to the traditional pattern of existing the housing along the street as a whole.

The negative effects of presenting backs onto key streets is widely accepted and it seems this point has already been raised by the Planning Officer. It has also been reinforced by the comments from the Conservation and Design Officer and it is surprising therefore that Dacorum's advice has not been heeded.