

## PLANNING COMMITTEE - 10 DECEMBER 2020

### PART I - DELEGATED

9. **20/1881/FUL - Demolition of existing buildings for residential development comprising two-storey houses and three-storey blocks of flats (160 dwellings in total), together with car parking, landscaping, and other associated works at KILLINGDOWN FARM, LITTLE GREEN LANE, CROXLEY GREEN, RICKMANSWORTH, HERTFORDSHIRE, WD3 3JJ**  
(DCES)

#### PRELIMINARY REPORT

Parish: Croxley Green

Ward: Dickinsons

Expiry of Statutory Period: 29.01.2021 (Agreed Extension)

Case Officer: Claire Westwood

**Recommendation:** That the Committee notes the report, and is invited to make general comments with regard to the material planning issues raised by the application. The application is to be returned to a future Committee meeting for determination.

**NOTE: A decision will NOT be made on this application at this time. The application will be returned to a future committee meeting for determination.**

Reason for consideration by the Committee: Called in by 3 Members of the Planning Committee due to the level of local interest and by Croxley Green Parish Council whose comments are set out in full at section 4.1.1 below.

#### 1 Relevant Planning History

- 1.1 20/1314/EIA - EIA screening request: 160 dwellings set within open space and a sustainable drainage system. Determined 17.07.2020.

#### 2 Description of Application Site

- 2.1 The application site is located to the north of the village of Croxley Green. It has an area of approximately 7.5 hectares and is relatively flat and consists of fields forming part of Killingdown Farm. The application site wraps around three sides of the original complex of farm buildings and is surrounded by established trees and hedgerows. There are also a number of trees within the site some of which are protected. The site also includes an area of land to the north, separated from the main site by Little Green Lane.
- 2.2 The western part of the site falls within the Croxley Green Conservation Area and Killingdown Farmhouse (outside but enclosed by the application site) is Grade II Listed. The main part of the site is an allocated housing site (H10), although the allocation includes the complex of farm buildings which do not form part of the application site. The site was removed from the Green Belt when it was allocated. The area of land to the north of Little Green Lane does not form part of the site allocation area and is within the Green Belt.
- 2.3 The western boundary adjoins Little Green Lane, a public highway. To the west of Little Green Lane is 'The Green'. To the north west of the application site there is a small group of residential properties grouped around a pond. These include No's 1, 2 and 3 Little Green Lane, cottages that are Grade II Listed. Little Green Lane continues along the northern boundary of the main site as an unmade public highway, a narrow lane lined by hedgerows and trees. There is mesh fencing to the eastern boundary with a public right of way and fields beyond. To the south of the site are the residential dwellings which front Dugdales, Lovatts, and Grove Crescent

2.4 The closest local amenities to the site are located on Baldwins Lane to the south comprising a local parade of 8 units including a convenience store, news agents and chemist. They are located approximately 0.3 miles (7 minute walk) from the main site entrance.

### 3 Description of Proposed Development

3.1 Planning permission is sought for the demolition of existing buildings to enable the residential development of the site comprising two-storey houses and three-storey blocks of flats (160 dwellings in total), together with car parking, landscaping, and other associated works.

3.2 The existing farm buildings proposed to be demolished are located to the immediate east and south of Killingdown Farm and the retained complex of farm buildings.

3.3 The site will be accessed via Little Green Lane which is proposed to be improved to accommodate the additional traffic movement associated with the development. Little Green Lane is currently a single track road between 3.8m and 4.5m in width and is proposed to be widened to 4.8m and will feature a 2m wide footway on the eastern side running from Baldwins Lane and then north into the development. The works are proposed within the extent of existing highway land.

3.4 The main vehicle access would be sited to the immediate north of the existing Killingdown Farm and would be the sole vehicular access to the internal road network which would have a north-south and east-west primary road pattern and would serve 151 dwellings. At this point, Little Green Lane would be diverted into the site in recognition of the anticipated predominant flow for vehicles and minimising the potential for vehicles to travel north on Little Green Lane. To the north of this access an individual dwelling (Plot 1) would be accessed directly from Little Green Lane. A further access to the south of the farm complex (north of existing property at No. 12 Dugdales) would serve a small no-through road with 8 dwellings.

3.5 Pedestrian access would be via Little Green Lane to the west and from the Public Right of Way that runs adjacent to the eastern site boundary, connecting Grove Crescent in the south with Little Green Lane to the north.

3.6 The application proposes a total of 160 residential units, of which 72 (45%) would be affordable and 88 (55%) would be for private sale. The proposed housing mix is set out in the table below:

No. Beds	Private		Shared Ownership		Affordable		Total	
1	0	0	5	24%	12	24%	17	11%
2	22	25%	9	43%	21	41%	52	33%
3	41	47%	7	33%	17	33%	65	41%
4+	25	28%	0	0%	1	2%	26	16%
Total	88	100%	21	100%	51	100%	160	100%
Total	Private 55%		S/O 29%		Affordable 71%		100%	
	S/O and Affordable 45%							

3.7 The affordable dwellings comprise of 1 and 2 bedroom apartments, mixed with 2, 3 and 4 bedroom dwelling houses. The dwelling houses have been arranged in three clusters across the site with the apartments in three blocks to the south-east of the site.

3.8 A full accommodation schedule is set out below:

Market Dwellings				
No. of Units	Description	No. of Bedrooms	Parking Spaces	Garage Spaces
3	Terraced	2	2	0
18	Semi Detached	2	2	0
1	Detached	2	2	0

16	Semi Detached	3	2	0
14	Detached	3	2	0
4	Linked Detached	3	1	1
7	Detached	3	1	1
6	Detached	4	2	1
9	Detached	4	2	1
3	Detached	4	2	2
7	Detached	5	2	2
Total 88			165	46

Affordable Dwellings				
No. of Units	Description	No. of Bedrooms	Parking Spaces	Garage Spaces
5	S/O Flat	1	1	0
6	S/O Flat	2	2	0
3	S/O Terrace	2	2	0
4	S/O Semi Detached	3	2	0
3	S/O Detached	3	2	0
12	Flat	1	1	0
16	Flat	2	2	0
1	Flat	3	2	0
3	Terrace	2	2	0
2	Detached	2	2	0
14	Semi Detached	3	2	0
2	Detached	3	2	0
1	Detached	4	3	0
Total 72			128	0

3.9 In total 358 parking spaces are proposed. This is comprised of 165 parking spaces and 46 garages serving the Market Dwellings; 128 private parking spaces serving the Affordable Dwellings; and 19 unassigned spaces.

3.10 The development will consist of two-storey dwelling houses (detached, semi-detached and terraced) of varying designs, and three-storey flatted blocks, all set within a landscaped setting. A traditional design is proposed which references Arts and Crafts detailing with pitched roofs with hipped, cat-slide features and gables on larger buildings. External materials are to reflect those seen locally, with soft red facing bricks with tonal variations and roofs finished in red or grey roof tiles. Accent materials such as facing render and tile hanging are also proposed.

3.11 The 'Plot Reference Schedule' identifies which plots would be of which dwelling design and should be read in conjunction with the proposed site layout plan which identifies the plot numbers. Some examples are provided below:

*Plots 30 – 31:*

3 bedroom 6 person semi-detached dwellings. Front and rear facing gables to both ends with a maximum height of 7.2 metres. The dwellings would be adjoined via the central element which would be set back from the front building line with garages at ground floor and first floor accommodation above served by front dormer windows. The pair would have a combined width of 16.7 metres and a maximum depth of 11 metres at ground floor, reducing at first floor.

*Plots 70-72:*

2 bedroom 4 person terrace of 3 dwellings with gable ends to both flanks. Combined width of 14.7 metres, depth of 6.9 metres plus open porches and maximum height of 6.7 metres.

*Plots 8, 49, 64, 76, 82, 86 and 150:*

3 bedroom 5 person detached dwellings with front porch canopy, front and rear facing gables and feature chimney. Width 5.4 metres, depth 8.1 metres plus canopy porch and height 7 metres.

*Plots 5, 29, 36, 154 and 158:*

4 bedroom 7 person detached dwelling with pitched roof and two-storey pitched roof forward projection set down from the main ridge with bay window at ground floor. Integral garage. Maximum width 8.2 metres, depth 9.8 metres and height 7 metres.

*Plot 160:*

5 bedroom 9 person detached dwelling with attached double garage. Dutch hip roof over two-storey element with front projecting gable with tile hanging detail. Feature porch and chimney. Single storey side element with pitched roof housing double garage. Maximum width 15.5 metres at ground floor and 10.3 metres at first floor. Maximum depth and height of 9.7 metres and 7.5 metres respectively.

*Apartment Block 1 (Plots 94-112):*

The largest of the three apartment blocks, predominantly three storeys with gabled roofs but including lower elements with catslide roofs and second floor accommodation served by dormer windows. Maximum height of 12 metres, maximum width 41 metres (south elevation) but incorporating stepped elements and maximum depth 20 metres (west elevation).

- 3.12 The dwellings are designed to Building Regulations M4(1) 'Visitable Dwelling' with 45% of the proposed dwellings enhanced to achieve M4(2) 'Accessible and Adaptable Dwelling' standard.
- 3.12.1 The Tree Survey identified 27 individual trees, 7 groups of trees, 4 areas of trees and 9 hedgerows. In addition to trees which require felling irrespective of development due to their poor condition, it is proposed to fell 4 individual trees (3 x Category C and 1 x Category U), 6 landscape features and sections of a further 6 landscape features in order to deliver the proposed layout. In addition to this, 2 trees and 5 landscape features require minor surgery to permit construction spaces or access. The Tree Survey and Report identifies some Category A and B trees. These are all proposed to be retained and incorporated within the landscaping scheme. Field hedges within the site are identified as low quality and are proposed to be removed. The existing orchard is proposed to be relocated within the site. The Leylandii hedge around the farmyard is proposed to be removed. The perimeter hedging and trees are generally proposed to be retained and enhanced where required.
- 3.13 The proposal includes 0.59 hectares of land for open space, comprising formal and informal open space areas and children's play equipment which would be accessible to both residents of the proposed development and wider area. The spaces are located throughout the site to provide a network of green spaces. A Local Equipped Area for Play (LEAP) is proposed centrally and would be within 400m walking distance of all proposed dwellings. The LEAP would provide 400sqm of play space. Smaller 'door-step' play spaces of 100sqm are proposed throughout the site within 100m of all dwellings. A natural play space is proposed to the eastern site boundary, incorporating an existing Oak tree (category A) at its centre.
- 3.14 The northern part of the site (north of Little Green Lane) will provide ecological enhancements and drainage attenuation, with a depression in the ground acting as a dry

pond. The attenuation basin would reflect the natural change in levels with gradients of no more than 1:4.

3.15 The application is accompanied by a number of plans and supporting reports including:

- Planning Statement
- Design and Access Statement
- Landscape Visual Impact Assessment
- Landscape Management Plan
- Energy Statement
- Tree Survey and Report
- Biodiversity Assessment
- Biodiversity Checklist
- Biodiversity Net-Gain Report
- Geo-environmental Assessment
- Light Impact Assessment
- Noise Impact Assessment
- Heritage Statement
- Archaeological Desk Based Assessment
- Flood Risk Assessment and Drainage
- Statement of Community Involvement
- Transport Assessment and Travel Plan
- Archaeological Evaluation Report (submitted during application)

## 4 Consultation

### 4.1 Statutory Consultation

#### 4.1.1 Croxley Green Parish Council: [Objection]

Croxley Green Parish Council objects to the above application with concerns over site access, the detrimental effect on the Conservation Area, the proposal not meeting policies CA1 and PR01 of the Croxley Green Neighbourhood Plan, a lack of infrastructure contained in the plans and the further strain on existing resources and further issues around the environment, climate change and sustainability

Croxley Green Parish Council has studied the many documents provided by the applicant and some of the responses from other consultees.

The site was removed from the Green Belt and included in the site allocations document despite objections from the Parish Council and many residents. The Parish Council continues in the view that it would prefer this site not to be developed, to preserve the rural character of the area, protect the Conservation Area and the setting of the listed buildings.

Nevertheless, the Parish Council accepts that the decision to allocate this site for development was approved by the Inspector and part of the proposed site for development is included in the Local Plan Site Allocations. The part required for environmental mitigation was NOT included in the Local Plan Site Allocations and the Parish Council has reservations about the proposed development on this part of the site, which is adjacent to but outside the Parish Area and is on Green Belt land.

#### **Access**

The proposed development of 160 dwellings will create a great deal of additional traffic and we note the correspondence with Hertfordshire County Council about vehicle access.

We believe that the analysis by TPA is deficient in a number of ways.

Firstly, by considering the site as being in a walkable neighbourhood. Whilst people are likely to walk locally for exercise, most of the local facilities in Croxley Green are some distance from the site – for example the underground railway station – and we anticipate that residents are likely to use cars for many of their local trips, for employment, education, shopping and to access medical services. We consider that TPA has significantly underestimated the likely number of vehicles to and from the site, particularly in the peak periods. The consequence is more traffic on Little Green Lane and at the junction with Baldwins Lane, and more vehicles parked within the development site.

We are also concerned that the traffic analysis at the junction seems to treat the staggered junction at Baldwins lane as two separate junctions. It is in fact an offset crossroads and much of the traffic to and from the site is likely to cross Baldwins Lane to the Green. We believe that the trip generation model should be rerun on the basis of a car dependent development and that the capacity of this junction should be analysed with background traffic growth as this can be a tricky junction at the best of times and it will become very difficult with increased traffic from Little Green Lane.

Little Green Lane has no proper sight lines down Baldwins Lane and is dangerous to exit. The large increase in volume of traffic at this junction would be a major traffic hazard. To create a safe junction, it would either require an encroachment onto The Green to widen the road or the installation of traffic lights and neither of those options are acceptable in a Conservation Area.

We also note that there has been no swept vehicle analysis for access to the rest of Little Green Lane, which will be required for service and emergency vehicles, and for farm vehicles to access adjoining farm land along the rest of Little Green Lane. We consider that access to Little Green Lane from the Sarratt Road or at the Lincoln Drive junction is not adequate to meet the needs of the houses at Little Green or the adjacent farmland.

CGPC request that alternative access to the site be made from Grove Crescent to alleviate these concerns.

### **Environment & Biodiversity**

CGPC believe that the development of the Killingdown Farm site will have a detrimental impact on existing wildlife in the area. CGPC request that a Nature Conservation Management Plan must be carried out prior to any works being started to identify impacted wildlife and arrange for relocation of wildlife. The plans also state that the development will result in a net-gain of biodiversity, but we feel this will be too hard to prove and should not be used as an advantage for the development. We note the proposal to retain some of the trees and hedges within the site and to supplement them by gardens. However we doubt that small semi-urban gardens can compensate for the well-established pastures on the site and consider additional mitigation is needed

### **Climate Change & Sustainability**

The Croxley Green Neighbourhood Plan Aim 5 states that “all new buildings...in the parish should be designed and constructed to the highest standards of energy efficiency and to be carbon neutral”. In 2019 TRDC recognised the climate emergency and committed to making its own operations carbon neutral by 2030, and to helping the district achieve the government target of net zero carbon by 2050. The proposed development falls well short of attempting to meet these aspirations. The outdated energy methods proposed by the developer would be in place for centuries and it will be more costly for future owners of the homes to retrofit sustainable energy sources.

We are very concerned that the developers are proposing a development that is NOT to the highest environmental standards. We accept that the Government has set a minimum standard for new dwellings but we believe that TRDC should seek a much higher standard for this development, as a showcase of what can be achieved in terms of reducing carbon

emissions from new buildings, and as a benchmark for the future development we anticipate will be required within the district over the next decade.

Parish councillors have spoken to the developers about achieving a higher standard and the developers have confirmed that they have designed the shell of the buildings to a higher standard. However, they are not planning to install low energy systems (such as heat pumps) or energy capture systems (such as solar panels) and claim that the cost would be prohibitive. We understand from the BRE that the cost of retrofitting such systems (which will be needed to meet the Government's zero emissions targets) is several times higher than the cost of designing and fitting them in new buildings. This seems a golden opportunity to modify the design of the buildings to accept such systems without modification and offering them as an additional option for forward looking purchasers.

For example, by having an illustrative design for a system that could be fitted immediately and then providing the necessary spaces, cavities and ducting to make installation cheap and straightforward.

We note that no consideration has been given to the need for electric vehicle charging points (which will be required within a few years) or to provision for the storage of bicycles (which are likely to become more popular for local journeys, particularly electric bicycles and bicycles towing attachments for luggage or small children)

### **Conservation Area & Design**

The developer has made little or no distinction between the part within the Conservation Area and the part outside the Conservation Area, with a detrimental impact on the Conservation Area and the setting of the listed buildings. We share the Conservation Officer's concern about the impact on the Area and the heritage buildings and the findings in the report from Tetrack Planning regarding the scale of housing contained within the Conservation Area.

We have concerns that the developer has attempted to increase the capacity of the site by removing part of the site area allocated for development from this proposal (the listed buildings and the farm curtilage) and by placing environmental mitigation measures off site (on adjoining land in the Green Belt).

In our view this leads to an overly dense development of the site with the potential for additional development on the farm building area which includes listed buildings. For these reasons we feel the development does not meet either Policy CA1 or PR01 of the Croxley Green Neighbourhood Plan.

### **Infrastructure**

The development of the Killingdown Farm site equates to around a 3% increase in both housing stock and population size. CGPC is disappointed that there has been no provision made for healthcare, retail, or recreation space. The area of north Croxley Green suffers from intermittent water shortages, and regular burst water piping, and the development will increase the strain on already stretched resources.

### **The Green**

Any attempt to reduce the size of the Green will be strongly resisted by the Parish Council.

#### **4.1.2 Hertfordshire County Council – Highway Authority: [Objection]**

##### **4.1.2.1 Interim Response 08.10.2020 [Further information/amendments requested]**

The proposals comprise of the construction of 160 residential dwellings on land at Killingdown Farm, Little Green Lane, Croxley Green. Little Green Lane borders the western and northern boundaries of the site and is designated as an unclassified local access road,

subject to a speed limit of 30mph and is highway maintainable at public expense. Public footpath Croxley Green 013 runs adjacent to the eastern and south-eastern boundary of the site. The proposals are on allocated housing site H(10).

The application site is accessed via Little Green Lane from the south, which has a carriageway width of between 3.8m and 4.5m and narrows to approximately 2.8m wide to the north of the site. The stretch of the lane running adjacent to the north side of the site is an unmade track in poor condition. There are no existing footways along Little Green Lane nor any street lighting. The access arrangements were discussed as part of pre-application discussions and an on-site meeting with Hertfordshire County Council (HCC) as Highway Authority. The location of the access points and general layout of the site is considered to be acceptable. Nevertheless following assessment of the submitted plans and TA and to ensure that the proposals are acceptable from a highways and transport perspective, HCC as Highway Authority is recommending that further information and amendments are submitted including:

1. Swept path analysis for a 12m long refuse vehicle (in accordance with the truck used by Three Rivers District Council as waste collection authority). This should include at all points where the proposed on-street car parking points within the site are proposed and turning heads within the site. If this is not achievable then a 5.5m wide carriageway within the site would need to be provided with updated swept-paths. Consideration would be required as to how a refuse or heavy goods vehicle would be able to access Little Green Lane from The Green if vehicles are parked on the highway fronting any of the existing properties. Cars have been observed to park on the highway carriageway on 05/10/2020 and are also visible on Google Streetview. Double yellow lines restricting parking along Little Green Lane may need to be considered if access cannot be sufficiently illustrated via a swept path for a refuse vehicle and HGV.
2. Visibility splays of 2.4m by 25m at the main junction points within the site in accordance with Manual for Streets. All visibility splays would need to be permanently available and therefore not within any ownership of adjacent properties.
3. Updated plan indicating areas to be adopted. The Highway Authority would recommend that the areas as indicated green on the plan below are offered to be dedicated as highway and subsequently adopted as maintainable at public expense pursuant to Section 38 of the Highways Act 1980. This would include the carriageway and any footways at these points.



4. Provision of a 2m wide footway on both sides of the proposed carriageways within the site that are recommended to be adopted at highway maintainable at public expense.

5. A Reduction in kerb radii from 10m to 6m at the 'southern' access from Little Green Lane into the short cul-de-sac – this is to reduce the carriageway distance in which pedestrians would need to cross the proposed bellmouth entrance.

6. A more extensive Indicative plan confirming all of the necessary 278 highway works required – these are indicated on drawing numbers SK01 and PL01 (detailed drawings can be secured as part of the formal 278 application process, secured via a condition) including:

- i. 2m wide footway on the whole of the east side of the carriageway along Little Green Lane (from the junction with The Green running north to the main application site);
- ii. Any widening of the carriageway along Little Green Lane required to increase the width of the carriageway to at least 4.8m;
- iii. Any necessary lighting along Little Green Lane;
- iv. Works to create the main vehicular access into the site ('northern' access) / alterations to the existing route Little Green Lane;
- v. Newbellmouth entrance providing access to the 'southern' access to the proposed cul-de-sac including tactile paving and pedestrian dropped kerbs on either side;
- vi. Any alterations required to the existing entrances into Killingdown Farm including tactile paving and pedestrian dropped kerbs;
- vii. Any necessary highway works required at the junction of Little Green Lane and The Green including a new kerbed edge of carriageway line on the west side and tactile paving on both sides. The kerb line would be recommended to be widened as there is evidence that vehicles oversail the highway verge at this location.
- viii. Pedestrian crossing point with pedestrian dropped kerbs and tactile paving from the proposed footway on the east side of Little Green Lane to the common land.
- ix. any public footpath improvements / works required (details TBC through discussion with HCC'S Rights of Way officer) e.g. lighting, signage.

7. Submission of a Stage One Safety Audit (this may be provided as part of the s278 process if unable to be provided at the planning application consultation stage).

HCC as Highway Authority would recommend the submission of the above information in order for a full assessment of the acceptability of the proposals from a highways and transport perspective to be made.

#### 4.1.2.2 Full Response 19.11.2020 [Objection]

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council (HCC) as Highway Authority recommends that permission be refused for the following reason:

- 1) *The proposals do not demonstrate a sufficient level of safe and suitable access for pedestrians to and from the site and therefore the potential to support and promote sustainable forms of travel is limited. The lack of a pedestrian footway on the south side of the proposed access road into the site combined with the lack of a pedestrian access from the proposed "south" cul-de-sac to the remainder of the development limits the accessibility and permeability of the site for pedestrians and does not prioritise access for pedestrians. The proposals are therefore contrary to policy guidelines as outlined in National Planning Policy Framework (NPPF) paragraphs 108 to 110 and Hertfordshire's Local Transport Plan 2018 (LTP4), specifically policy 1: Transport User Hierarchy and Policy 5 – Development Management 5a) 5b) and 5g).*

Without prejudice in the event of the Local Planning Authority being minded to grant planning consent, the Highway Authority would request that any permission granted be subject to the following conditions:

1. Provision of Visibility Splays

*Prior to the first occupation of the development hereby permitted visibility splays shall be provided in full accordance with the details indicated on the approved plan numbers 1908-012 VS02 and 1908-12 VS03. The splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.*

*Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).*

2. Estate Roads

*No development shall commence until full details have been submitted to and approved in writing by the Local Planning Authority in relation to the proposed arrangements for future management and maintenance of the proposed streets within the development. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 and/or a Private Management and Maintenance Company has been established).*

*Reason: To ensure satisfactory development and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard in accordance with Policies 5 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).*

3. A: Highway Improvements – Offsite (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 necessary offsite highway improvement works as indicated on drawing no. 1908-012 PL06 E have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. These works shall include:*

- i. 2m wide footway (or the maximum achievable width) on the whole of the east side of the carriageway along Little Green Lane (from the junction with The Green running north to the main application site);*
- ii. Any widening of the carriageway along Little Green Lane required to increase the width of the carriageway to at least 4.8m;*
- iii. Any necessary lighting along Little Green Lane;*
- iv. Works to create the main vehicular access into the site ('northern' access) / alterations to the existing route Little Green Lane, which would also include the dedication of additional land as highway (pursuant to Section 38 highways agreement);*
- v. New bellmouth entrance providing access to the 'southern' access to the proposed cul-de-sac including tactile paving and pedestrian dropped kerbs on either side;*
- vi. Any alterations required to the existing entrances into Killingdown Farm including tactile paving and pedestrian dropped kerbs;*
- vii. Any necessary highway works required at the junction of Little Green Lane and The Green including a new kerbed edge of carriageway line on the west side and tactile paving on both sides. The kerb line would be recommended to be widened as there is evidence that vehicles oversail the highway verge at this location.*
- viii. Pedestrian crossing point with pedestrian dropped kerbs and tactile paving from the proposed footway on the east side of Little Green Lane to the common land.*
- ix. Improvements to public footpath Croxley Green 013 including acceptable surfacing, lighting, signage and any other necessary works.*

B: Highway Improvements – Offsite (Implementation / Construction)

*Prior to the first use of the development hereby permitted the offsite highway improvement works referred to in Part A of this condition shall be completed in accordance with the approved details.*

*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).*

#### **4. Provision of Internal Access Roads, Parking & Servicing Areas**

*Prior to the first use of the development hereby permitted the proposed internal access roads, on-site car parking and turning areas shall be laid out, demarcated, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.*

*Reason: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).*

#### **5. Construction Management Plan**

*No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan shall include details of:*

- a. Construction vehicle numbers, type, routing;*
- b. Access arrangements to the site;*
- c. Traffic management requirements*
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);*
- e. Siting and details of wheel washing facilities;*
- f. Cleaning of site entrances, site tracks and the adjacent public highway;*
- g. Timing of construction activities (including delivery times and removal of waste);*
- h. Provision of sufficient on-site parking prior to commencement of construction activities;*
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;*

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

### **Planning Obligations**

Developer contributions of £6000 are sought via a Section 106 Agreement towards supporting the implementation, processing and monitoring of a full travel plan including any engagement that may be needed. For further information please see the following link

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

OR by emailing [travelplan@hertfordshire.gov.uk](mailto:travelplan@hertfordshire.gov.uk)

### **Highway Informatives**

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

AN) 278 Agreement with Highway Authority: 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 website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN) Estate Road Adoption: The applicant is advised that if it is the intention to request that Hertfordshire County Council as Highway Authority adopt any of the highways included as part of this application as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways, together with all the necessary highway and drainage arrangements, including run off calculations must be submitted to the Highway Authority. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place. The applicant is further advised that the County Council will only consider roads for adoption where a wider public benefit can be demonstrated. The extent of adoption as public highway must be clearly illustrated on a plan. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN) The Public Right of Way should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. The safety of the public using the route and any other routes to be used by construction traffic should be a paramount concern during works, safe passage past the site should be maintained at all times. The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overspills of cement & concrete) should be made good by the applicant to the satisfaction of this Authority. All materials should be removed at the end of the construction and not left on the Highway or Highway verges.

If the above conditions cannot reasonably be achieved then a Temporary Traffic Regulation Order would be required to close the affected route and divert users for any periods necessary to allow works to proceed. A fee would be payable to Hertfordshire County Council for such an order. Please contact Rights of Way, Hertfordshire County Council on 0300 123 4047 or [row@hertfordshire.gov.uk](mailto:row@hertfordshire.gov.uk) for further information in relation to the works that are required along the route including any permissions that may be needed to carry out the works. <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rights-of-way/rights-of-way.aspx>

### **Comments / Analysis**

The proposals comprise of the construction of 160 residential dwellings on land at Killingdown Farm, Little Green Lane, Croxley Green. Little Green Lane borders the western and northern boundaries of the site and is designated as an unclassified local access road, subject to a speed limit of 30mph and is highway maintainable at public expense. Public footpath Croxley Green 013 runs adjacent to the eastern and south-eastern boundary of the site. The proposals are on allocated housing site H(10).

A Transport Assessment (TA), Design & Access Statement (DAS) and Framework Travel Plan (TP) have been submitted as part of the application.

## 1. Access & Highway

The application site is accessed via Little Green Lane, which has a carriageway width of between 3.8m and 4.5m to the south of the site and narrows to approximately 2.8m wide to the north of the site. The stretch of the lane running adjacent to the north side of the site is an unmade track in poor condition. There are no existing footways along Little Green Lane nor any street lighting.

### a. Proposed Highway Works

The proposals include widening the carriageway on Little Green Lane to 4.8m in addition to the provision of a 2m wide footway on the east side of the Lane running from Baldwins Lane and then north into the development. There are two proposed new vehicle accesses from Little Green lane, one providing access to a small cul-de-sac south of the farm buildings and another north of the farm buildings providing access to the majority of the housing development, as indicated on drawing numbers 1908-012 PL06E, PL01 and SK1.

A Stage One Road Safety Audit and Designers Response has been submitted as part of the application (following a request from HCC as Highway Authority) for the proposed highways works and access along Little Green Lane. The details submitted also include a swept path-analysis for a 11.5m long refuse vehicle travelling past a parked car on Little Green Lane to the south of the site (drawing no. 1908-012). The details submitted in this respect are considered sufficient and acceptable. HCC as Highway Authority has considered that there is not an identified highway safety reason to require any parking restrictions along Little Green Lane at this stage although any highway works would be subject to further safety audits carried out as part of the formal S278 agreement process.

HCC as Highway Authority considers that the levels of available vehicular to vehicular visibility at the proposed vehicle accesses onto Little Green Lane (as indicated on drawing no. 1908-012 VS03) are acceptable. Following consideration of all the submitted details and extent of highway boundary plan (copy submitted in Appendix H of the TA), the proposed access arrangements along Little Green Lane to the site are acceptable and in accordance with design guidance as laid out in Manual for Streets (MfS) and Roads in Hertfordshire: Highway Design Guide (RIH).

The applicant would need to enter into a Section 278 Agreement with HCC as Highway Authority in relation to the approval of the design and implementation of the works that would be needed on the highway including:

- i. 2m wide footway (or the maximum achievable width) on the whole of the east side of the carriageway along Little Green Lane (from the junction with The Green running north to the main application site);
- ii. Any widening of the carriageway along Little Green Lane required to increase the width of the carriageway to at least 4.8m;
- iii. Any necessary lighting along Little Green Lane;
- iv. Works to create the main vehicular access into the site ('northern' access) / alterations to the existing route Little Green Lane, which would also include the dedication of additional land as highway (pursuant to Section 38 highways agreement);
- v. New bellmouth entrance providing access to the 'southern' access to the proposed cul-de-sac including tactile paving and pedestrian dropped kerbs on either side;
- vi. Any alterations required to the existing entrances into Killingdonn Farm including tactile paving and pedestrian dropped kerbs;
- vii. Any necessary highway works required at the junction of Little Green Lane and The Green including a new kerbed edge of carriageway line on the west side and tactile paving on both sides. The kerb line would be recommended to be widened as there is evidence that vehicles oversail the highway verge at this location.
- viii. Pedestrian crossing point with pedestrian dropped kerbs and tactile paving from the proposed footway on the east side of Little Green Lane to the common land.

- ix. Improvements to public footpath Croxley Green 013 including acceptable surfacing, lighting, signage and any other necessary works.

#### b. Internal Site Road Layout

The general layout of the site (as shown on drawing number 108-PS-010 D) and 4.8m wide carriageways are acceptable for vehicular access when taking into account the size and scale of the proposed number of dwellings. A swept path analysis has been submitted as part of the supplemental highways response document dated 22/10/2020 (drawing number 1908-012 SP11), illustrating that a 11.5m long refuse vehicle would be able to utilise the internal access road layout, turn around and egress to Little Green Lane in forward gear, the arrangements of which are considered to be acceptable by HCC as Highway Authority. Nevertheless the acceptability of this would be dependent on the absence of on-street car parking at any of the required manoeuvrability areas (please also refer to section 2. Parking of this response). The acceptability of any waste collection details would also need to be confirmed as acceptable by Three Rivers District Council (TRDC) waste management. "Where unassigned spaces are provided on the carriageway, or on-street parking is likely to occur, the carriageway should be a minimum of 5.5m wide.....Parking provision shall not be located within the visibility splays at junctions and accesses. Parking areas should not obstruct forward visibility requirements, turning areas or inhibit the movement of refuse vehicles, buses or the emergency services" RiH, Sec 4, 9.2.

Visibility splays details have been submitted for the internal junctions within the site (following a request from HCC as Highway Authority). The visibility splays of 2.4m by 25m are shown on drawing number 1908-012 VS02 and considered to be acceptable for a 20mph designed road layout and accordance with MfS.

The proposals include direct pedestrian links from the east and south-east of the site to public footpath Croxley Green 013, which the highway authority is supportive of. Nevertheless the currently proposed provision for pedestrians into the site from the west are not acceptable. The proposed site layout requires pedestrians to cross from the south to the north side of the proposed main access road into the site and therefore is contrary to NPPF, para. 110 which states that applications should "give priority first to pedestrian and cycle movements". In order to be acceptable a 2m wide footway along the full length of the south side of the access road into the site would need to be provided. This would be necessary to ensure that pedestrian accessibility and permeability maximised to ensure that the proposals are in accordance with Hertfordshire Local Transport Plan (LTP4) and NPPF. The submitted pre-application site plan also included a pedestrian link through the proposed "south" cul-de-sac into the site, which HCC as Highway Authority would also be supportive to improve permeability and accessibility.

#### c. Section 38 Agreement / areas to be dedicated as highway

There has been discussion as part of the planning application consultation as to which areas are proposed to be dedicated and subsequently adopted as highway pursuant to Section 38 of the Highways Act 1980. "On developments with no through route, only the main access road will be considered for adoption" Roads in Hertfordshire, Section 3, 12.3 and any adopted areas would need to provide a utility and benefit to the wider highway network. Subsequently there has been provisional agreement on adopting as highway the areas indicated in green and red on the plan below. This would include the carriageway and any footways at the green areas and a footpath/footway link at the red parts. Nevertheless in order to be acceptable, HCC as Highway Authority would recommend that a footway is provided on both sides of these roads indicated by the green lines. It is acknowledged that a single footway was indicated as acceptable as part of pre-application discussions with HCC as Highway Authority, however it was also confirmed at that stage this is was unlikely than any of the internal road layout would be adopted as highway. Therefore it is reasonable that an additional footway is provided to improve accessibility and demonstrate a wider benefit to the public.



The plan as shown on the left [above] is indicative and does not constitute an agreed detailed adoption plan. The applicant would need to enter into a Section 38 Agreement with HCC as Highway Authority in relation to the submission and approval of any detailed plans (please see the above highway informative for more information). Furthermore the developer would need to put in place a permanent arrangement for long term maintenance of any of the roads that are not to be dedicated as highway. At the entrance of each private road, the road name plate would need to indicate that it is a private road to inform purchasers of any potential future maintenance liabilities.

HCC as Highway Authority has not identified any specific emergency vehicle access issues and a 4.8m wide carriageway would be sufficient to provide access for a fire tender. Nevertheless following consideration of the size of the development and the submission of the Fire Safety Strategy for the development, details of the proposal and strategy have been passed to Herts Fire & Rescue for attention and for any comments which they may have. This is to ensure that the proposals are in accordance with guidelines as outlined in MfS, RIH and Building Regulations 2010: Fire Safety Approved Document B Vol 1 – Dwellinghouses.

## 2. Car Parking

The application refers to the provision of 357 car parking spaces within the site (equalling the level as outlined in the TRDC's parking standards), 21 of which are unassigned on-street. HCC as Highway Authority would not have any specific objection to the proposed level and layout of assigned car parking spaces attached to the proposed dwellings (creating a total number of 336 allocated spaces). Nevertheless the Highway Authority would not support the proposed unassigned on-street parking areas (a total of 21 car parking spaces) nor including them in the total level of parking provision. The unassigned spaces would not be able to be permanently provided nor available without interfering with the safe and free flow of other users of the road nor the manoeuvring of a waste collection vehicle through the site (as indicated on drawing number 1908-012 SP11). "Where unassigned spaces are provided on the carriageway, or on-street parking is likely to occur, the carriageway should be a minimum of 5.5m wide" RiH Sec 4, 9.1, which is not demonstrated in the proposed arrangements.

The Highway Authority would not have a significant objection to a level of 336 car parking spaces although there may be the potential for some localised on-street parking. TRDC is the parking and planning authority for the district and therefore ultimately would need to be satisfied with the overall level of allocated parking.

HCC as Highway Authority would recommend the provision of an appropriate level of electric vehicle charging provision (at least passive for every dwelling is provided) to promote development in accordance with LTP4 and HCC's Sustainability Strategy.

### 3. Trip Generation & Distribution

A trip generation and distribution assessment and impact analysis for the proposed use has been included as part of the TA (Sections 5 and 6). The trip generation is based on trip rate information from the TRICS database. The parameters and approach used is considered to be acceptable by HCC as Highway Authority.

Based on this approach, the proposed use is expected to generate 75 two-way vehicle movements in the AM peak and 70 two-way vehicle movements in the PM peak. Following assessment of these details, distribution and the impact analysis, the trip generation and distribution would be considered to be acceptable and not a reason to recommend refusal from a highways perspective.

### 4. Sustainable Travel & Planning Obligations

The application site is located in the north-west corner of Croxley Green. The nearest bus stops to the site are greater than the normally recommended accessibility criteria of 400m (at 450m from the site and more for many of the proposed dwellings). Croxley Railway Station is located approximately 1.6 km (1 mile) from the site and therefore within an easy cycling distance and achievable walking distance. Whilst the public transport options are somewhat limited, this would not be considered to be a significant enough reason to recommend refusal on its own when taking into consideration that the site is linked to a larger existing urban area and is an allocated housing site.

HCC as Highways Authority would recommend that consideration be made to the fact that some parts of the internal access roads act as a shared access for vehicles, cyclists and pedestrians. Therefore appropriate lighting and surfaces would be recommended within the site to reflect this.

A Framework TP has been submitted as part of the application to support the promotion and maximisation of sustainable travel options to and from the site and to ensure that the proposals are in accordance with Hertfordshire's Local Transport Plan and the National Planning Policy Framework (NPPF). The travel plan is considered to be generally acceptable for this stage of the application. Nevertheless a full TP would need to be secured via a Section 106 planning obligation. Developer contributions of £6000 are sought via a Section 106 Agreement towards supporting the implementation, processing and monitoring of a full travel plan including any engagement that may be needed. For further information please see the following link <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

OR by emailing  
travelplan@hertfordshire.gov.uk

Following a review of the submitted framework TP, the full TP would need to include the following:

- Refer to current HCC Travel Plan Guidance of March 2020 (the framework TP refers to 2014);
- A secondary contact, provided to HCC once a travel plan co-ordinator (TPC) has been appointed;
- A statement from the developer stating that they are committed to implementing the travel plan;
- The time allocated to the TPC role and frequency on site (average time per month);
- The TPC should work alongside other external partners such as bus and rail companies to increase the travel opportunities of the development;
- On-site information point updated every 6 months as a minimum;
- More walking measures required e.g. inclusion of the promotion of Hertfordshire Health Walks;
- More cycling measures required e.g. cycle training;

- More public transport measures required including up to date bus/train timetables, ticket information, costs at the information point (updated every 6 months as minimum);
- High speed broadband required to allow homeworking, and home delivery information should be provided;
- A minimum of £50 per flat and £100 per house in sustainable travel vouchers.
- HCC have a strong preference of using multi-modal traffic counts for monitoring purposes. Any questionnaires should have an agreed response rate with HCC (a minimum of 50%-60%) and if the response rate is not meet then multi-modal traffic counts would be required annually.
- Monitoring should be annual and all monitoring information should be sent to HCC (travelplans@hertfordshire.gov.uk) from first occupation to 5 years post full occupation
- Travel Plan review should be annual – from first occupation to 5 years post full occupation

This development is situated within TRDC's Community Infrastructure Levy (CIL) area. Therefore contributions towards local transports schemes as outlined in HCC's South-West Herts Growth & Transport Plan would be sought via CIL if appropriate.

### 5. Conclusion

HCC as Highway Authority is recommending that the proposals in their current form be refused due to the insufficient prioritising of access for pedestrians into and out of the site, which is therefore contrary to the NPPF and LTP4. It would be feasible for an additional footway and footpath link to be provided from the proposed footway on the east side of Little Green Lane into the site without the need for pedestrians to cross the main vehicular access into the site. HCC as Highway Authority would be satisfied with the proposals if sufficient amendments are submitted and approved in accordance with the comments provided within this response.

Nevertheless it is unable to recommend the granting of permission for this application in its current form.

#### 4.1.3 HCC Fire Protection: [Advisory comments]

We have examined the drawings and details for the above proposed housing development received from HCC as Highway Authority on 13<sup>th</sup> November 2020 and have the following comments to make:-

#### **Vehicle Access.**

The road widths both within the estate and along Little Green Lane from The Green south direction appear to be adequate and in accordance with table 13.1 of Approved document B volume 1. Access appears to be provided to within 45 metres of the furthest point in each dwelling.

However the Northern approach to this estate along Little Green Lane would be problematic as an alternative approach, if the lane were obstructed by badly parked vehicles from The Green southern approach. Consequently we feel that consideration should be given to either widening of the section of Little Green Lane between The Green and the new entrance to the estate or parking control measures.

#### **Water Supplies. For firefighting.**

The following provision for suitable hydrants should be made;

- . The distance between the water supply and the fire appliance should be kept to a minimum.
- . Hydrants should be provided within 90m of an entry point to any building.
- . Not more than 90m apart for residential developments.

- . Preferably immediately adjacent to roadways or hard-standing facilities provided for fire service appliances; and
  - . Not less than 6m from the building or risk so that they remain usable during a fire (generally a water supply capable of providing a minimum of 1500 litres per minute at all times should be provided).
- All hydrants should have signage in accordance with BS 3251.

#### 4.1.4 Herts Ecology: [No objection subject to conditions]

Thank you for consulting Hertfordshire Ecology on the above. I am pleased to see the application is supported by several credible ecological documents prepared by MD Ecology:

- *Ecological Impact Assessment (EIA), dated August 2020 (this document incorporates methods and results from the Preliminary Ecological Appraisal and separate bat, reptile, Great crested newt, and breeding bird surveys);*
- *Ecological Impact Assessment – Confidential Annex: Badgers, dated August 2020;*
- *Biodiversity Net Gain Assessment, dated August 2020*
- *Biodiversity Metric 2.0 Calculation Tool Beta Test (Assessment date 24 July 2020, updated August 2020)*

And also of relevance:

- *Landscape Management and Maintenance Plan (Guarda, 25/08/2020);*
- *Orchard and Additional Trees Drawing number: 7539-D-ECO (Hayden's Arboricultural Consultants, 08/07/2020);*
- *Lighting Impact Assessment (Designs for Lighting, dated July 2020)*

The site is described as agricultural land forming part of Killingdown Farm and comprises, grassland fields (generally with improved grassland but one field is likely species-poor semi-improved grassland), dense scrub, ruderal vegetation, a small orchard, and with hedgerows and trees to its boundaries. The majority of farm buildings and associated hardstanding are outside the red line boundary; however, some timber sheds and open fronted barns within the site boundary are proposed for demolition.

Two site visits were undertaken in June 2019, with specific follow-up surveys for Great crested newts in May 2020; reptiles in September and October 2019 and May 2020; breeding birds between May and July 2020; bats in July and September 2019, and May, June and July 2020; and badgers in September and October 2019. The reports provide adequate assessment of the impact of the proposals and are based on appropriate survey methods and effort.

I am pleased to see consideration has been given to the retention and enhancement of boundary hedgerows; retention of trees where possible; creation of an attenuation feature and associated landscaping applicable for biodiversity enhancements (such as wet and dry wildflower grassland, scrub, orchard and hedgerows); and use of native species planting in the landscaping scheme. Green spaces and linking green ribbons are proposed within the residential area, and three of the open spaces within the residential development will have orchards as replacement for the loss of the existing orchard. Several integrated bat and bird boxes/features will be incorporated within the new buildings, which is welcomed.

The development will result in the loss of 6-7ha of grassland, a young orchard covering 0.17ha, and some hedgerow habitats. However sufficient offsetting has been proposed (mainly for species-rich grassland, replacement orchard planting, and planting new hedgerows) to compensate for this loss and achieve measurable biodiversity net gain. This is demonstrated in the submitted Biodiversity Metric 2.0 spreadsheet and I have no reason to doubt this uplift can be delivered.

The EIA report suggests reasonable mitigation to ensure that retention or replacement of important habitats is promoted, that legally protected species are not harmed, and that biodiversity net gain from the development is achieved. Specific objectives to be secured are:

- Implementation of the Landscape Management and Maintenance Plan;
- Production and implementation of a CEMP (for biodiversity), as referred to in section 6.13.2 of the EIA report;
- Management measures listed in section 6.3.5 of the EIA report should be followed to reduce the impact from the development on nearby Croxley Green Local Wildlife Site, which without mitigation has been assessed as 'significant'.

Consequently, the mitigation measures (in section 6 of the EIA report, and succinctly summarised in 6.14) should be secured by condition, should consent be granted.

The badger report suggests reasonable mitigation to ensure that badgers are not harmed. These proposals are reasonable and should be followed in their entirety (as referred to in section 6 in the badger report) by condition.

Lighting scheme:

Reference in the lighting report is made to the impact of artificial lighting on bats. Low level lighting with controlled light spill and glare is proposed for the residential area. I am pleased to see the main area proposed for biodiversity offsetting, north of Little Green Lane, will remain unlit.

4.1.5 Herts Property Services: No response received.

4.1.6 Local Plans: [Advisory comments]

The proposal is for the redevelopment of Killingdown Farm to provide up to 160 dwellings. The proposal site is also a housing allocation in the Site Allocations LDD Policy SA1 with the site reference R(d). Policy SA1 states that allocated housing sites will be safeguarded for housing development, which the proposal complies with. Policy SA1 also states that sites should be developed at an overall capacity which accords generally with the dwelling capacity for the site. Policy SA1 states an indicative capacity of 140-180 dwellings for the application site. The application proposes 160 dwellings, meeting the indicative capacity in Policy SA1.

The proposal should comply with policies relating to housing mix, density and affordability. Policy CP4 of the Core Strategy states that the Council seeks 45% of all new housing to be affordable housing and therefore the proposal is expected to meet this target. The applicant has met the 45% affordable housing requirement by allocating 72 affordable units, therefore complying with Policy CP4.

Policy CP3 of the Core Strategy states that the Council will require housing proposals to take into account the District's range of housing needs, in terms of size and type of dwellings, as identified by the Strategic Housing Market Assessment (SHMA). The most recent SHMA was published in January 2016 and has identified the indicative targets for market sector dwelling size within the Three Rivers District, as follows:

- 1 bedroom 7.7% of dwellings
- 2 bedrooms 27.8% of dwellings
- 3 bedrooms 41.5% of dwellings
- 4+ bedrooms 23.0% of dwellings

The proposed housing mix for the development is 17 1-bedroom dwellings (11%), 52 2-bedroom dwellings (33%), 65 3-bedroom dwellings (41%) and 26 4+ bedroom dwellings (16%). This signifies a significant overprovision of 1 and 2 bedroom dwellings and shortfall

in the provision of 4+ bedroom dwellings. Therefore, the proposal is not consistent with Policy CP3 in providing the necessary size of dwellings identified in the SHMA (2016).

However, it is recognised that the proportions of housing mix may be adjusted for specific schemes to take account of market information, housing needs and preferences and specific site factors. If adjustment to the proportions of the housing mix set out in the SHMA (2016) is sought, sufficient information should be provided on how relevant factors have contributed to the mix of housing proposed.

4.1.7 Affinity Water: [No response received]

4.1.8 National Grid: [No objection, informative requested]

National Grid has identified that it has apparatus in the vicinity which may be affected by the activities specified. Due to the presence of National Grid apparatus in proximity to the specified area, the contractor should contact National Grid before any works are carried out to ensure National Grid apparatus is not affected by any of the proposed works.

4.1.9 Landscape Officer: [Objection]

The application is accompanied by an Arboricultural report, with an Arboricultural Impact Assessment, Method Statement and Tree protection plan, following the BS5837.

The application mentioned trees in Conservation Area, however unfortunately there are not any mentioned to trees covered under TPO. And some of the proposed trees to be removed are covered by TPO 031.

Some of the mentioned trees are in a Conservation Area called Croxley Green CA, those trees are A001, A002, T002, A003, T0024, G003, although some of them are not clear which tree specimen will be removed. In general, those trees are unremarkable specimens, and do not have the requirement to be a TPO trees, and therefore I do not have objections for those one.

However, I have concern in trees covered under a TPO to be removed, which are:

T018-An Ash tree-Related with T1 of TPO 031

A003-3 elm trees and 3 holly trees- related with G6 of TPO 031

A004-An elm tree- Related with G6 of TPO 031

H004- 6 elm trees- Related with G2 of TPO 031

TPO protected trees have not been taken in consideration in this proposed development, and reports.

I have also recommend submit a tree works application for the records.

Although, I do not have objection in the trees located in the Conservation Area, however I have objection in the proposed removal of TPOs trees. And the loss of value which has not been taking in consideration.

4.1.10 Thames Water: [No objection]

Waste Comments

Thames Water would advise that with regard to FOUL Water sewerage network infrastructure capacity, we would have any objection to the above planning application, based on the information provided.

The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority (LLFA). Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

Thames Water recognises that this catchment is subject to high infiltration flows during certain groundwater conditions. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.

Thames Water recognises that this catchment is subject to high infiltration flows during certain groundwater conditions. The development should liaise with the LLFA to agree an appropriate sustainable surface water strategy following the sequential approach before considering connection to the public sewer network. The scale of the proposed development doesn't materially affect the sewer network and as such we have no objection. In the longer term Thames Water, along with other partners, are working on a strategy to reduce groundwater entering the sewer network.

#### Water Comments

The applicant is advised that their development boundary falls within a Source Protection Zone for groundwater abstraction. These zones may be at a particular risk from polluting activities on or below the land surface. To prevent pollution, the Environment Agency and Thames Water (or other local water undertaker) will use a tiered, risk-based approach to regulate activities that may impact groundwater resources. The applicant is encouraged to read the Environment Agency's approach to groundwater protection (available at <http://www.gov.uk/government/publications/groundwater-protection-position-statements>) and may wish to discuss the implication for their development with a suitably qualified environmental consultant.

With regard to water supply, this comes within the area covered by the Affinity Water Company.

- 4.1.11 Environmental Health: No response received.
- 4.1.12 Environmental Protection: No response received.
- 4.1.13 Heritage Officer: [Objection]

The application is for the demolition of existing buildings for residential development comprising two-storey houses and three-storey blocks of flats (160 dwellings in total), together with car parking, landscaping, and other associated works.

This application follows pre-application advice on the redevelopment of Killingdown Farm (site ref. H(10)) to provide up to 180 dwellings (19/2307/PREAPP). The concerns raised below mirror those raised at pre-application stage.

Part of the site is located within the Croxley Green Conservation Area. In the centre of the U-shaped site, but outside the red line boundary, is the Grade II listed Killingdown Farmhouse (list entry no: 1100844). To the north-west of the site are a row of Grade II listed cottages at nos.1-3 Little Green (list entry no: 1173675) and beyond these three locally listed buildings; Waterdell House, Little Waterdell House and Coachman's Cottage. To the west of the site are the Grade II listed Croxley House and Well House (list entry nos: 1348223 and 1296183).

The site is allocated for housing development under Policy PRO1.

Despite its allocation, in my view the redevelopment of the site to provide 160 dwellings is fundamentally harmful to the significance of the Croxley Green Conservation Area, Grade II listed Killingdown Farmhouse, and Grade II listed nos.1-3 Little Green. This harm is considered to be 'less than substantial' as per paragraph 196 of the NPPF. This accords with the findings of the applicant's Heritage Statement which also identifies less than substantial harm to these three heritage assets.

The site in its current form contributes positively to the setting of all three heritage assets and contributes in part to the character and appearance of the Conservation Area as an element of the open, green space from which it derives significance. Attributes of the site contribute to the significance of the assets or allow an appreciation of their significance and these attributes will be lost or detracted from by the proposed development.

The loss of the agrarian, undeveloped landscape of the site undermines the open, verdant appearance of the Conservation Area and detracts from its character and its setting. The setting of the listed farmhouse is detrimentally impacted through the loss of open fields which make a positive contribution to its significance and the appreciation of its significance as a once isolated, rural farmstead on the edge of the Green. Similarly, the open fields contribute to the setting of the cottages at nos.1-3 Little Green and their loss is detrimental to the setting of the cottages.

Mitigation through design and landscaping have not diminished the harm caused to the heritage assets, and additional potential mitigation measures suggested at pre-application stage appear not to have been implemented. Efforts have been made to preserve the country lane character of Little Green Lane to the north of the site which is an important aspect of the setting of the Conservation Area, farmhouse and the Little Green Cottages, providing an appreciation of their once rural surroundings. However, the presence of a housing development alongside the lane will inevitably diminish its rural character.

Despite pre-application advice recommending the reconsideration of the proposed houses at the western side of the site, within the Conservation Area and overlooking the Green and Croxley House (Grade II), these have been retained within the scheme. There was an opportunity to better preserve the open landscape of this part of the Conservation Area and the settings of the listed buildings. These proposed dwellings undermine the characteristics of the Conservation Area and the settings of the farmhouse and Little Green Cottages. It was also recommended that the house to the rear of the cottages was reconsidered as it is particularly close to their boundaries. This undermines their isolated position surrounded by a largely undeveloped landscape.

The proposed road junction in front of the listed farmhouse further undermines its setting. Surrounded by a housing development and overlooking a road junction results in a harmful 'suburban' context for the historic farmstead. Lighting, signage and traffic management measures will further erode the setting of the farmhouse.

There is a strong objection to the proposal. It is considered to cause less than substantial harm to the significance of Croxley Green Conservation Area, the Grade II listed Killingdown Farmhouse and the Grade II listed cottages at nos.1-3 Little Green. Paragraph 196 of the NPPF is relevant. Regard should also be given to paragraph 193 which affords great weight to the conservation of heritage assets, and Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

4.1.14 HCC Footpath Section: No response received.

4.1.15 HCC Waste & Minerals: [No objection subject to condition]

I am writing in response to the above planning application insofar as it raises issues in connection with minerals or waste matters. Should the District Council be minded to permit this application, a number of detailed matters should be given careful consideration.

## **Minerals**

In relation to minerals, the site falls entirely within the 'Sand and Gravel Belt' as identified in Hertfordshire County Council's Minerals Local Plan 2002 – 2016. 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. In addition the site falls entirely within the sand and gravel Mineral Safeguarding Area within the Proposed Submission Minerals Local Plan, January 2019. It should be noted that British Geological Survey (BGS) data also identifies superficial sand/gravel deposits in the area on which the application falls.

Adopted Minerals Local Plan Policy 5 (Minerals Policy 5: Mineral Sterilisation) encourages the opportunistic extraction of minerals for use on site prior to non-mineral development. Opportunistic extraction refers to cases where preparation of the site for built development may result in the extraction of suitable material that could be processed and used on site as part of the development. Policy 8: Mineral Safeguarding, of the Proposed Submission document relates to the full consideration of using raised sand and gravel material on site in construction projects to reduce the need to import material as opportunistic use.

The county council, as the Minerals Planning Authority, would like to encourage the opportunistic use of these deposits within the developments, should they be found when creating the foundations/footings. Opportunistic use of minerals will reduce the need to transport sand and gravel to the site and make sustainable use of these valuable finite resources.

## **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 planning documents. In particular, the waste planning documents seek to promote the sustainable management of waste in the county and encourage Districts and Boroughs to have regard to the potential for minimising waste generated by development.

The Ministry of Housing, Communities and Local Government (MHCLG) sets out in the *National Planning Policy for Waste (October 2014)* 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.'

This includes encouraging re-use of unavoidable waste where possible and the use of recycled materials where appropriate to the construction. In particular, you are referred to

the following policies of the adopted Hertfordshire County Council Waste Core Strategy and Development Management Policies Development Plan Document 2012 which forms part of the Development Plan. The policies that relate to this proposal are set out below:

Policy 1: Strategy for the Provision for Waste Management Facilities. This is in regards to the penultimate paragraph of the policy;

Policy 2: Waste Prevention and Reduction; &

Policy 12: Sustainable Design, Construction and Demolition.

In determining the planning application the District Council is urged to pay due regard to these policies and ensure their objectives are met. Many of the policy requirements can be met through the imposition of planning conditions.

Waste Policy 12: Sustainable Design, Construction and Demolition requires all relevant construction projects to be supported by a Site Waste Management Plan (SWMP). This aims to reduce the amount of waste produced on site and should contain information including types of waste removed from the site and where that waste is being taken to.

The SWMP or Circular Economy statement should be set out as early as possible so that decisions can be made relating to the management of waste arisings during demolition and construction so that building materials made from recycled and secondary sources can be used within the development. This will help in terms of estimating what types of containers/skips are required for the stages of the project and when segregation would be best implemented for various waste streams. It will also help in determining the costs of removing waste for a project. The total volumes of waste during enabling works (including demolition) and construction works should also be summarised.

SWMPs should be passed onto the Waste Planning Authority to collate the data. The county council as Waste Planning Authority would be happy to assess any SWMP that is submitted as part of this development either at this stage or as a requirement by condition, and provide comment to the Borough Council.

#### 4.1.16 Herts Constabulary: [No objection, advisory comments]

I have reviewed this from a crime prevention perspective, I would ask that not only the affordable homes but the entire site is built to the police minimum security standard Secured by Design. I have listed below the majority of physical requirements needed to achieve this.

#### **Physical Security (SBD)**

##### **Layout / Boundary:**

The site has good surveillance, Gardens will require 1.8m close board fencing.

##### **Communal door sets for flats:**

Certificated to BS PAS 24: 2016, or LPS.1175

##### **Access Control to flats:**

Audio Visual. Tradespersons release buttons are not permitted under SBD requirements.

##### **Postal delivery for communal dwellings (flats):**

Communal post boxes within the communal entrances or through front doors with post office being given access fob.

##### **Individual front entrance doors for houses and flats**

Certificated to BS PAS 24:2016

##### **Windows: houses and flats:**

Ground floor windows and those easily accessible certificated to BS PAS 24:2016 or LPS 1175 French doors for balconies:

##### **Dwelling security lighting houses and flats:**

Communal entrance hall, lobby, landings, corridors and stairwells, and all entrance/exit points. (Dusk to dawn lighting).

**Bin stores & Utility store**

Secure LPS1175 SR 2 door with fob.

**Car Parking:**

Car parking is situated at the front of the houses and flats (which is advised by SBD),

**Compartmentalisation of Developments incorporating multiple flats.**

Larger developments can suffer adversely from anti-social behaviour due to unrestricted access to all floors to curtail this either of the following is advised:

- Controlled lift access, Fire egress stairwells should also be controlled on each floor, from the stairwell into the communal corridors.
- Dedicated door sets on each landing preventing unauthorised access to the corridor from the stairwell and lift

Secured by Design recommends no more than 25 flats should be accessed via either of the access control methods above.

4.1.17 TRDC Property: No response received.

4.1.18 TRDC Housing: [No objection, advisory comments]

Policy CP4 of the Adopted Core Strategy requires 45% of new housing to be provided as Affordable Housing, unless it can be clearly demonstrated with financial evidence that this is not viable. As a guide the tenure split should be 70% social rented and 30% intermediate.

Policy CP3 of the adopted Core Strategy (2011) sets out the proportions that should form the basis for housing mix in development proposals submitted to Three Rivers District Council. Proposals should broadly be for 30% 1-bed units, 35% 2-bed units, 34% 3-bed units and 1% 4+ bed units. However, identified need for affordable housing suggests the following preferred mix: 25% 1-bed units, 40% 2-bed units, 30% 3 bed units and 5% 4 + bed units. The main requirement is for 2 bed 4 person units as we have a high requirement for family sized accommodation.

The proposed housing mix is policy compliant and it is encouraging to see that you are proposing a good mix of family sized accommodation as previously discussed. We would support this application as it will provide much needed affordable housing for the district.

In the first instance social rented housing should be provided, however if this is not viable and Affordable rent is agreed then a lower percentage would be negotiated with a maximum capped at local housing allowance rates.

4.1.19 TRDC Leisure Officer: [No objection, advisory comments]

Officers Comments:

- Recommendation for a development of this size is to include leisure facilities or features in the plans for all ages and abilities. These could include landscaped relaxation areas, picnic areas, play areas, trim trail or any other feature that enhances the physical and mental health and wellbeing of the residents.

- The design and materials used should reflect the environment in which they are being constructed. For example, a more urban area would benefit from metal equipment or a mix of wood and metal, whereas a more rural environment would benefit from wooden equipment.

- The use of softwood in any designs is unacceptable – only hardwood would be considered.

- It is expected that the developer proactively speaks to the Design and Crime Officers at Hertfordshire Constabulary to ensure the design considers any issues relating to anti-social behaviour.

- Areas for free play space should also be included within play area designs – this can be designed as an area within the play space, free from equipment, in which children can create their own playful experiences.
- There should be an appropriate mix of equipment in play areas that includes swinging, sliding, rotating, bouncing, climbing and opportunities for play co-operation, developmental, inclusive, sensory, natural imaginative and creative play.
- Tall play equipment should not be included within the immediate proximity of property boundaries – these should be located furthest away.
- Challenging play equipment, which caters for all ages and abilities should be considered and the inclusion of changing land levels is encouraged.
- The Council also expects there to be consideration given to those with a disability. As a minimum, this would include pathways linking equipment, sensory play experiences and inclusive play equipment e.g. basket swing, dish/platform roundabout, double width slide etc. These should be considered to be placed nearest the entrance points and with clear access.
- All play equipment must be fitted with anti-tamper locking nuts.
- Operation signage must be included, with wording to be agreed by the Council for all leisure facilities.
- Any Safety surfacing must be tested on concrete and certification provided. The Council would consider Lawn Grating Mats or Bonded Rubber Mulch.
- The preference for pedestrian gates are: <http://www.easy-gate.co.uk/child-safety-gates-design.html> or equivalent.
- All equipment must comply with RPI guidelines and guarantee certification will be required, including post installation inspections.
- Provision of sustainable active travel to support an active lifestyle, such as being bike friendly.
- Where leisure provision is made by the developers, design advice must be sought from Three Rivers Leisure team which must include DDA compliant access, details of installation, quality details of all materials used, adherence to Registered Play Inspection (RPI) recommendations such as gates and fences etc. and RPI inspection of installed pieces of equipment.
- Please consider vehicle access for maintenance of any leisure and recreational areas.
- A full Risk assessment of any leisure equipment should be considered.
- Provision for the on-going maintenance of any leisure facilities should be detailed, particularly if the developer plans to formally hand over the leisure facility to Three Rivers District Council. This must include DDA compliancy certification, details of installation, quality details of all materials used with the relevant certification, detailed maintenance guides for each piece of equipment, RPI inspection of installed pieces of equipment, adherence to RPI recommendations such as gates and fences etc.
- Officers would recommend that guidance on encouraging increased physical activity is sought and adhered to, such as Sport England guidance, Public Health Guidance, Playing Pitch Strategies etc.
- Officers would recommend that guidance on leisure facility planning (eg: Play England or Sport England) is sought from the relevant bodies and adhered to.

These comments are given to help the development achieve the aims of Three Rivers District Council's Local and Strategic plans and National Policy Framework sections detailed below:

- Achieving Sustainable Development
- Promoting Healthy Communities
- Health and Wellbeing

Officers would advise the developer that full outdoor leisure facilities must be appropriate to the development size, covering a range of activities, ages and abilities.

Moving towards a more sustainable environment and one which encourages wildlife and bio-diversity is a key aspect to the development of amenity and open spaces. The impact

that green areas have on the mental and physical health and wellbeing is widely reported as is the benefits that they have on local wildlife and ecosystems.

Officers are particularly supportive of any proposals to provide landscaped areas, habitats, areas for biodiversity, hedgehog holes and the creation of hibernaculums within the site. Opportunities for educational aspects should also be considered, for example magnifying posts, rubbings posts and an encouragement of the understanding of nature and biodiversity through appropriate interpretation boards. Officers would be keen to work with the developer on this in order to provide an education element for the local community around these features and their importance.

In addition, the developer may consider Incorporating design features for species which are suffering/declining. For example bat bricks, swift boxes and bee blocks all of which can be incorporated during construction.

If there are any queries about leisure facilities design in relation to the proposals, please feel free to contact Three Rivers Landscape and Leisure Development Manager.

#### 4.1.20 HCC Lead Local Flood Authority: [Insufficient information provided]

We understand this application seeks full planning permission, we have assessed the Flood Risk Assessment (carried out by PEP Civil & Structures Ltd, ref: 481819-PEP-00- XX-RP-C-6200, rev: P02, dated: 19.06.2020) and other information submitted in support of this application. However, the information provided to date does not currently provide a suitable basis for an assessment to be made of the flood risks arising from the proposed development. In order for the Lead Local Flood Authority to advise the relevant local planning authority that the site will not increase flood risk to the site and elsewhere and can provide appropriate sustainable drainage techniques the following information is required as part of the flood risk assessment/ surface water drainage strategy:

1. Clarification of feasible discharge mechanism.
2. Confirmation of drainage strategy.

To address the above points, please see the below comments:

1. We understand following review of the SuDS Statement submitted that the proposed drainage scheme is based on infiltration via deep borehole soakaways located in a dry pond with a detention basin and filter drain. The proposed system consists of a pipe as a primary inlet directly into a 0.3m deep lined detention basin in the dry pond before discharging via a filter strip into the boreholes.

We have concerns regarding the protection of the boreholes within the proposed dry pond with regards to the issue of sediment and silt impacting the functionality of the boreholes. However following review of further correspondence to the LLFA from PEP Civil Structures Ltd (ref: 481819/APR/ar/PPEResponse, dated: 15.10.2020), we understand that the proposed deep borehole soakaway chambers are to be sealed from the lined pond feature above. It is stated that a single lateral from the infiltration will serve the isolated deep borehole soakaway field below and that as a result, all runoff entering the feature must first pass through upstream treatment mechanisms prior to discharging via infiltration. Following this explanation, we would like to see further clarification of how these features will be sealed and connected including cross-sections of the proposed pond with the borehole soakaway field, filter drain and detention basin in order to further our understanding of the proposed scheme.

In addition, we would be looking to see falling head tests completed in the specific locations and depths of the proposed deep bore infiltration features. We understand from the response to the LLFA that falling head testing within the proposed location of the borehole field is currently being carried out.

2. Following any changes made to the drainage strategy in light of the above comments, the applicant will need to update the drainage strategy including all drainage calculations and modelling. If additional storage is needed, we would prefer the provision of above ground storage features as prioritising above ground methods and providing source control measures can ensure that surface water run-off can be treated in a sustainable manner and reduce the requirement for maintenance of underground features.

We would expect the submitted drainage strategy to include all calculations and modelling to be updated accordingly. Any updates should include:

- Detailed post development calculations/ modelling in relation to surface water to be carried out for all rainfall events up to and including the 1 in 100 year including +40% allowance for climate change
- Detailed modelled outputs of flood extents and flow paths for a range of return periods up to the 1 in 100 year + climate change event and exceedance flow paths for surface water for events greater than the 1 in 100 year + climate change.
- Confirmation on the volume of water needing to be attenuated
- Justification of SuDS selection.
- Details of the final management and treatment train and SuDS features

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:

<https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/water/surface-water-drainage/surface-water-drainage.aspx>

### **Informative to the LPA**

Please note if the LPA decides to grant planning permission we wish to be notified for our records should there be any subsequent surface water flooding that we may be required to investigate as a result of the new development.

#### **4.1.21 HCC Historic Environment: [Holding Response – planning application should not be determined until report received/reviewed]**

An archaeological trial trench evaluation of the proposed development site is currently underway, in order that the results may enable an informed decision to be made with reference to the impact of this proposal on the historic environment.

As noted in my e-mail to the Planning Authority dated 25th September, it was agreed that the evaluation should be carried out in time for a report on the results to be available prior to the determination of any application (e-mail dated 29/5/20, from RPS – ‘the trial trenching will be undertaken pre-consent with results available in good time before the application goes to committee / goes for delegated decision’).

We have visited the site today to monitor the archaeological work. There are archaeological features present in most of the trenches (mainly pits and postholes containing small quantities of pottery of probable earlier prehistoric date). The development will therefore have an impact upon heritage assets of archaeological interest.

Whilst it is likely that this office will be able to recommend that provision should be made, via appropriate conditions, to mitigate the impact of the development, the evaluation is not yet completed (several trenches remain unopened) and it remains possible that unexpectedly significant archaeology could be revealed. In addition, a report on its results has yet to be prepared and submitted to the Planning Authority, and to this Office, so we

are not yet in a position to provide the Planning Authority with detailed recommendations as to the extent and nature of the archaeological mitigation that will be required.

I therefore recommend that the planning application is not determined until this report has been submitted.

## **4.2 Public/Neighbour Consultation**

4.2.1 Number consulted: 264

4.2.2 No of responses received: 38 (37 objections and 1 support)

4.2.3 Site Notice: Expired 28.10.20                      Press Notice: Expired 23.10.20

4.2.4 Summary of Responses:

4.2.4.1 Objections:

Oversized and ill thought out development; Little Green Lane should be preserved as it is at present; Represents part of Croxley's rural past; Alterations to Little Green Lane will adversely affect its character and the Conservation Area; Damage to The Green.

Negative impact on Conservation Area; The area should be conserved; Does not have regard for the setting of the Conservation Area; Density excessive and not in keeping with the Conservation Area; Impact on historic and Listed Buildings; Agree with the comments from the Heritage Officer that the proposal would be contrary to the NPPF in its current form in respect of the conservation and protection of heritage assets; Fails to comply with Conservation Area Appraisal or Neighbourhood Plan; Negative impact of additional traffic on Conservation Area; Conservation Area boundary should be shown on the plans.

Negative impact on Green Belt, particularly the drainage attenuation works to the north; Little Green Lane provides a clear boundary between Croxley and the Green Belt; Disagree with Planning Statement that asserts that the use of the Green Belt to the north of Little Green Lane would not be inappropriate; The development should be accommodated within the site allocation area only; Unclear why the Farm House area is excluded from the application site when it forms part of the allocation.

Single vehicular access is insufficient; Highways safety concerns; Increased traffic; Insufficient parking; Cars parking along Little Green Lane (in front of Dugdales) currently restrict access; Road is not wide enough; No access for refuse vehicles or emergency vehicles; Understood site access would be via Grove Crescent; Right hand turn onto Baldwins Lane is dangerous due to lack of visibility; Concern vehicles will try to go the other way along Little Green Lane where it is a single track; Existing roads would be unable to cope with additional volume; Little Green Lane would become a 'rat run'; Concern that any widening of Little Green Lane and footpath provision would encroach onto the Village Green which is common land; If parking restrictions are required in Little Green Lane what will it mean for existing residents; Zig zag junction appears to present high risk; Should be no right turn out of site.

Comprehensive assessment of the highways position (including additional information submitted) has been undertaken by DW Transportation Limited which identifies significant deficiencies in the information submitted and they do not consider the proposal to be acceptable from a highways perspective.

Proposal is not compliant with Policy CP3 in terms of housing mix; No need for houses in this area; there are other more appropriate areas.

Negative impact on neighbouring amenity; Privacy issues; Overlooking of properties in Grove Crescent and Dugdales; Ashlea (5 Little Green Lane) is incorrectly shown as two plots/dwellings; Plot/Dwelling 26 would be very close to Ashlea; Acknowledge there are no first floor windows facing, however, would be overbearing; Noise and disturbance.

The countryside here is enjoyed by many people, particularly at the moment while we are trying to walk locally, this would destroy it; Area is of massive importance to Croxley Green public's wellbeing and mental health; Negative impact on health, e.g. increased pollution; Negative impact on health of school children given proximity to Little Green School; Noise and light pollution.

Concerns regarding flood risk; Viability of the dry pond in the long term is dependent on maintenance; without proper maintenance this could result in flooding in the area.

Site falls within an identified Sand and Gravel Belt; No details of how these deposits could be utilised are included.

Lack of services and facilities (e.g. schools and doctors) to serve increased population; No community facilities proposed; Impact on existing water pressure.

Negative impact on wildlife; Significant impact on Local Wildlife Site; Inappropriate to secure Nature Conservation Management via condition; Low level of biodiversity Net Gain and relies on features within private gardens which cannot be controlled; Also relies on successful establishment and long term success of planting; Destroy pond; Loss of number of trees and hedgerows which act as wildlife corridors; No justification as to why more trees and hedgerows cannot be retained; No detailed plans for long term management and maintenance of landscaping provided.

TRDC has declared a climate emergency and appointed a dedicated Climate Change Officer; Draft Climate Change Strategy refers to promoting sustainability at pre-application stage, but what does this mean?; Need to influence developer to take a proactive approach and build a more sustainable development now to avoid retrofitting the future.

Insufficient consultation; would set precedent.

#### 4.2.4.2 Support:

Would bring welcomed increase in housing and affordable options; Residents forced to move away due to increasing prices; Allow young families to settle.

### **5 Reason for Delay**

5.1 No delay.

### **6 Relevant Planning Policy, Guidance and Legislation**

#### 6.1 National Planning Policy Framework and National Planning Practice Guidance

In 2019 the NPPF was updated, to be read alongside the online National Planning Practice Guidance. The NPPF is clear that "existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework.

#### 6.2 The Three Rivers Local Plan

The application has been considered against the policies of the Local Plan, including the Core Strategy (adopted October 2011), the Development Management Policies Local

Development Document (adopted July 2013) and the Site Allocations Local Development Document (adopted November 2014) as well as government guidance. The policies of Three Rivers District Council reflect the content of the NPPF.

The Core Strategy was adopted on 17 October 2011 having been through a full public participation process and Examination in Public. Relevant policies include Policies PSP2, CP1, CP2, CP3, CP4, CP6, CP8, CP9, CP10, CP11 and CP12.

The Development Management Policies Local Development Document (DMLDD) was adopted on 26 July 2013 after the Inspector concluded that it was sound following Examination in Public which took place in March 2013. Relevant policies include DM1, DM2, DM3, DM4, DM6, DM8, DM9, DM10, DM11, DM13, Appendix 2 and Appendix 5.

The Site Allocations Local Development Document (SALDD) was adopted on 25 November 2014 having been through a full public participation process and Examination in Public. Policy SA1 (Site H(10)) is relevant.

### 6.3 Other

The Croxley Green Neighbourhood Plan Referendum Version (adopted December 2018). Relevant policies include: CA1, HO1, HO2, HO3 and PRO1. It is noted that Policy PR01 relates specifically to the Killingdown Farm Development Site and states that;

*“The proposed development should ensure that the scheme on a site previously in the Green Belt preserves or enhances the character or appearance of the Conservation Area and the setting of listed buildings and seeks the retention of natural features”.*

The application site is located within Character Area 9 ‘Cophorne Wood, Parrots Dell and Surrounding Fields and Farms’.

Open Space, Amenity and Children's Playspace Supplementary Planning Document (December 2007).

Affordable Housing Supplementary Planning Document (adopted June 2011).

The Community Infrastructure Levy (CIL) Charging Schedule (adopted February 2015).

The Localism Act received Royal Assent on 15 November 2011. The growth and Infrastructure Act achieved Royal Assent on 25 April 2013.

The Wildlife and Countryside Act 1981 (as amended), the Conservation of Habitats and Species Regulations 2010, the Natural Environment and Rural Communities Act 2006 and the Habitat Regulations 1994 may also be relevant.

Croxley Green Conservation Area Appraisal (1996).

Hertfordshire's Local Transport Plan 2018 – 2031 (adopted May 2018).

## **7 Planning Analysis**

### 7.1 EIA Screening

7.1.1 Three Rivers District Council adopted a Screening Opinion in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 on 17 July 2020.

7.1.2 This was based on a proposal for the construction of 160 dwellings set within open space and a sustainable drainage system, at land at Killingdown Farm.

7.1.3 The Council had regard to the information submitted and concluded that an Environmental Impact Assessment is not required for the development.

## 7.2 Background/Principle of Development

7.2.1 The application site is located in Croxley Green, identified as a Key Centre in the Core Strategy (adopted 2011). The site has been allocated as a housing site by the Site Allocations LDD (adopted November 2014) with an indicative capacity of 140-180 dwellings. It is noted that the site allocation refers to a larger area including the existing farm which does not form part of the site, however, the number of dwellings proposed (160) sits within the middle of the indicative capacity.

7.2.2 The ecological enhancements and drainage attenuation would be sited to the north of Little Green Lane on land within the Green Belt which is outside of the site allocation. There would be no built development (houses, roads, footpaths, lighting etc.) on this land. Green Belt considerations are discussed below.

7.2.3 Policy SA1 of the Site Allocations LDD (adopted November 2014) advises that allocated housing sites will be safeguarded for housing development and the application complies with the policy in this regard. Policy SA1 also states that proposals should have regard to the phasing strategy of the site; the application site is phased for post 2026. Policy SA1 further states that allocated sites should be developed at an overall capacity which accords generally with the dwelling capacity for the site.

7.2.4 Policy CP3 of the Core Strategy (adopted 2011) states that the density of development should be considered on its merits, taking into account the need to:

*a) Respect density levels within existing residential areas particularly within areas of special landscape and/or historic value in the District*

*b) Promote higher densities in locations that are highly accessible to public transport, services and facilities.*

7.2.5 The Spatial Strategy sets out that the main emphasis for future development is to continue to focus development within the existing urban area through development of previously developed land and appropriate infilling within the urban areas of the Principal Town (Rickmansworth) and Key Centres (including Croxley Green) as these have been identified as the most sustainable locations in the District.

## 7.3 Green Belt

7.3.1 Paragraph 143 of the NPPF (2019) advises that inappropriate development is by definition harmful to the Green Belt and should not be approved except in Very Special Circumstances.

7.3.2 Paragraph 144 advises that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very Special Circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

7.3.3 Paragraph 146 sets out that certain forms of development are not inappropriate in the Green Belt provided that they preserve its openness and do not conflict with the purpose of including land within it. This includes; '*(b) engineering operations*'.

7.3.4 Policy CP11 of the Core Strategy (adopted October 2011) advises that there will be a general presumption against inappropriate development that would not preserve the openness of the Green Belt and measures to improve environmental quality.

7.3.5 The area of land to the north of Little Green Lane does not form part of the site allocation area and is within the Green Belt. This area is proposed to provide ecological enhancements and drainage attenuation, with a depression in the ground acting as a dry pond. The attenuation basin would reflect the natural change in levels with gradients of no more than 1:4. The drainage attenuation would be considered an engineering operation and it would therefore not be inappropriate provided that openness is maintained.

#### 7.4 Housing

7.4.1 Policy CP3 sets out that the Council will require housing proposals to take into account the range of housing needs as identified by the Strategic Housing Market Assessment (SHMA) and subsequent updates. The need set out in the Core Strategy is 30% one-bedroom units, 35% two-bedroom units, 34% three-bedroom units and 1% four bedroom and larger units. The most recent SHMA (South West Hertfordshire Strategic Housing Market Assessment 2016) was published in January 2016 and has identified the indicative targets for market sector dwelling size within the Three Rivers District, as follows:

- 1 bedroom 7.7% of dwellings
- 2 bedrooms 27.8% of dwellings
- 3 bedrooms 41.5% of dwellings
- 4+ bedrooms 23.0% of dwellings

7.4.2 With regards to affordable housing (discussed below), TRDCs Housing Officer has identified the following preferred mix: 25% 1-bed units, 40% 2-bed units, 30% 3 bed units and 5% 4 + bed units.

7.4.3 Policy H01 of the Croxley Green Neighbourhood Plan (Referendum Version, December 2018) sets out that all new housing proposals should consider the needs of at least one of these local priority groups:

- *The ageing population with specially designed accommodation including residential homes.*
- *The starter market for young singles and couples.*
- *Affordable housing for rent for a range of household sizes.*

*All proposed major developments should have at least two dwelling types, of which at least one type should be for families.*

7.4.4 The proposed housing mix is indicated in the table below:

No. Beds	Private		Shared Ownership		Affordable		Total	
1	0	0	5	24%	12	24%	17	11%
2	22	25%	9	43%	21	41%	52	33%
3	41	47%	7	33%	17	33%	65	41%
4+	25	28%	0	0%	1	2%	26	16%
Total	88	100%	21	100%	51	100%	160	100%
Total			S/O 29%		Affordable 71%		100%	
	Private 55%		S/O and Affordable 45%					

7.4.5 The proposed housing mix for the development is 17 1-bedroom dwellings (11%), 52 2-bedroom dwellings (33%), 65 3-bedroom dwellings (41%) and 26 4+ bedroom dwellings (16%). This signifies a slight overprovision of 1 and 2 bedroom dwellings and shortfall in the provision of 4+ bedroom dwellings. However, it is recognised that the proportions of housing mix may be adjusted for specific schemes to take account of market information, housing needs and preferences and specific site factors.

7.4.6 Policy CP4 of the Core Strategy requires development that would result in a net gain of one or more dwellings to contribute to the provision of affordable housing. The Policy sets out

that the Council will seek an overall provision of 45% of all new housing as affordable housing, incorporating a mix of tenures (70% being social rented and 30% being shared ownership). Major developments are expected to provide affordable housing units on-site. The Affordable Housing Supplementary Planning Document (AHSPD) was approved by the Council in June 2011 as a material consideration and supports implementation of Core Strategy Policy CP4.

7.4.7 The application proposes a total of 160 residential units, of which 72 (45%) would be affordable and 88 (55%) would be for private sale. The proposed housing mix is set out in the table above at 7.4.4.

7.4.8 The affordable housing has been designed to be tenure blind with affordable dwellings comprising of 1 and 2 bedroom apartments, mixed with 2, 3 and 4 bedroom dwelling houses. The dwelling houses have been arranged in three clusters across the site with the apartments in three blocks to the south-east of the site.

## 7.5 Layout, Scale and Massing

7.5.1 Policy CP3 of the Core Strategy (adopted October 2011) stipulates that the Council will promote high quality residential development that respects the character of the District and caters for a range of housing needs. In addition, Policy CP12 of the Core Strategy (adopted October 2011) states that development should:

‘...have regard to the local context and conserve or enhance the character, amenities and quality of an area and should make efficient use of land whilst respecting the distinctiveness of the surrounding area.’

7.5.2 The NPPF encourages the effective use of land. At the heart of the NPPF is a presumption in favour of sustainable development which seeks positive improvements in the quality of the built environment but at the same time balancing social and environmental concerns.

7.5.3 In terms of new residential development, Policy DM1 of the Development Management Policies LDD (adopted July 2013) advises that the Council will protect the character and residential amenity of existing areas of housing from forms of new residential development which are inappropriate for the area.

7.5.4 Policy CA1 ‘New Development’ of the Croxley Green Neighbourhood Plan (Referendum Version, December 2018) advises that new development should conserve and, wherever possible, enhance the key elements of the character and appearance of the specific Character Area through the careful design and massing of new buildings.

7.5.5 In terms of layout, the main site would be accessed (by vehicles) from a single access point leading to the main road running west to east within the site and a further primary route running north to south. A series of secondary roads (cul-de-sacs) would be located off the primary roads. Dwelling houses would front the highway with private rear amenity spaces and clearly defined curtilages. Green spaces and green links are positioned throughout the development and provide open space and play space and also allow for views through the site.

7.5.6 In terms of massing, the development will consist of two-storey dwelling houses (detached, semi-detached and terraced) of varying designs, and three-storey flatted blocks, all set within a landscaped setting. A traditional design is proposed which references Arts and Crafts detailing with pitched roofs with hipped, cat-slide features and gables on larger buildings. External materials are to reflect those seen locally, with soft red facing bricks with tonal variations and roofs finished in red or grey roof tiles.

7.5.7 The density would be slightly lower to the west (within the Conservation Area) and would increase to the east with the three storey flatted blocks sited towards the eastern boundary closest to Grove Crescent which itself includes a number of three storey flatted blocks.

## 7.6 Heritage Assets

7.6.1 The western part of the site falls within the Croxley Green Conservation Area and there are also a number of statutory Listed and Locally Important buildings in the vicinity. Killingdown Farm (the main farmhouse), Croxley House Nursing Home to the west of the site and the cottages at No's 1-3 Little Green Lane to the north-west are Grade II Listed. Waterdell House, Little Waterdell House and Coachman's Cottage to the north are Locally Listed and there are other Locally Listed buildings within the farm complex (outside of the development area).

7.6.2 Paragraphs 193 and 194 of the NPPF state 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 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance."*

*"Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification."*

7.6.3 Paragraph 196 of the NPPF advises that:

*"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal..."*

7.6.4 Policy DM3 of the Development Management Policies LDD advises that the Council will preserve the District's Listed Buildings and that "Applications will only be supported where they sustain, conserve and where appropriate enhance the significance, character and setting of the asset itself and the surrounding historic environment." Policy DM3 advises that development in Conservation Areas should preserve and enhance the special character of the area and development should not affect the setting of an adjacent Conservation Area or views into or out of.

7.6.5 Policy PRO1 'Killingdown Farm Development Site' of the Croxley Green Neighbourhood Plan (Referendum Version, December 2018) advises that the proposed development should preserve or enhance the character and appearance of the Conservation Area and the setting of Listed Buildings.

7.6.6 The application is accompanied by a Built Heritage Statement. It acknowledges that the introduction of housing within the area of the site located in the Conservation Area, would result in the loss of part of its agricultural character which contributes to its special interest. The significance of the Conservation Area would also be harmed by development within its setting as the site forms part of its rural surroundings and positively contributes to its significance in this respect. However, the Built Heritage Statement considers that the level of harm would not exceed less than substantial and the principle of development within the Conservation Area and its setting has been accepted by the allocation of the site (H10). Additionally, a number of design features have been incorporated into the scheme to reduce the impact on the Conservation Area.

7.6.7 The Heritage Statement has been reviewed by the Heritage Officer. Whilst the Heritage Officer acknowledges that the site is allocated for residential development, in their view, the

redevelopment of the site would be harmful to the significance of the Croxley Green Conservation Area and Grade II Listed Buildings (Killingdown Farm and No's 1-3 Little Green Lane).

- 7.6.8 The Heritage Officer considers that the loss of the agrarian, undeveloped landscape of the site undermines the open, verdant appearance of the Conservation Area and detracts from its character and its setting. They consider that the setting of the listed farmhouse is detrimentally impacted through the loss of open fields which make a positive contribution to its significance and the appreciation of its significance as a once isolated, rural farmstead on the edge of the Green. The proposed road junction to the front of the farmhouse is also considered to impact detrimentally. Similarly, they consider that the open fields contribute to the setting of the cottages at No's. 1-3 Little Green and their loss is also detrimental to the setting of the cottages.
- 7.6.9 The Heritage Officer considers the harm to be 'less than substantial' in the context of paragraph 196 of the NPPF. The less than substantial harm would need to be weighed against the public benefits of the proposal and in that regard they acknowledge that the site forms part of an allocated housing site and would contribute to meeting the District's housing needs.
- 7.6.10 With regards to archaeology, Policy DM3 of the Development Management Policies LDD (adopted July 2013) advises that;
- "Where an application site includes, or is considered to have the potential to include, heritage assets with archaeological interest, it must be accompanied by an appropriate desk-based assessment and, where desk-based research is insufficient to properly assess the interest, a field evaluation... Where the loss of the whole or a material part of a heritage asset's significance (archaeological interest) is justified, planning conditions will be included in any permission to ensure that an adequate record is made of the significance of the heritage asset before it is lost. This will be secured through an archaeological written scheme of investigation (WSI) which must include provision for appropriate publication of the evidence".*
- 7.6.11 The application is accompanied by an Archaeological Desk Based Assessment. The Archaeological Desk Based Assessment suggests that the site has a moderate potential for archaeological finds or features dating to the Post Medieval and Modern periods. The site is considered to have a low potential for archaeological finds or features dating to other periods. The Proposed Development has the potential to damage any archaeological finds or features which may be present on the study site. However, if any archaeological finds or features are identified, they are likely to be of local significance only.
- 7.6.12 HCC's Historic Environment Officer has reviewed the Archaeological Desk Based Assessment and notes that an archaeological trial trench evaluation of the proposed development site is currently underway, in order that the results may enable an informed decision to be made with reference to the impact of this proposal on the historic environment. Whilst they consider it likely that they will be able to recommend that appropriate provision could be made via conditions to mitigate the impact of the development, as the evaluation is not yet complete it remains possible that unexpectedly significant archaeology could be revealed.
- 7.6.13 Additional information has now been submitted following the completion of the archaeological trial trench evaluation and this is being reviewed by the Historic Environment Office.

## 7.7 Impact on Residential Amenity of Neighbouring Occupiers

- 7.7.1 The Design Criteria as set out in Appendix 2 of the Development Management Policies LDD (adopted July 2013) state that new development should take into consideration impacts on

neighbouring properties and visual impacts generally. Oversized, unattractive and poorly sited development can result in loss of light and outlook for neighbours and detract from the character and appearance of the area.

- 7.7.2 With regards to privacy, Appendix 2 states to prevent overlooking, distances between buildings should be sufficient so as to prevent overlooking, particularly from upper floors. As an indicative figure, 28m should be achieved between the faces of single or two storey buildings backing onto each other or in other circumstances where privacy needs to be achieved. The distance should be greater between buildings in excess of 2 storeys.
- 7.7.3 No's 1-3 Little Green Lane are located to the north-west of the site. Plot 1 would be located to the south of these properties, although it is noted that an area of land approximately 6 metres wide and outside of the application site would separate the flank boundary of Plot 1 from the rear boundaries of No's 1-3 Little Green Lane. The dwelling on Plot 1 would be orientated facing west with its northern flank elevation facing towards these neighbouring properties. The dwelling (Plot 1) would be a two-storey detached dwelling with 'L' shaped footprint. It would have a Dutch hipped roof to both flanks with a gabled front projection set down slightly from the main ridge. It would have a maximum height of approximately 9 metres. The dwelling would be sited a minimum of 4 metres from the flank boundary with a separation distance of approximately 28 metres to the rear of No's 1-3 Little Green Lane. One first floor flank window is proposed, this is a secondary bedroom window and could be required to be obscured glazed in the interests of privacy if required.
- 7.7.4 The application site wraps around the eastern and southern boundaries of No. 5 Little Green Lane. The submitted plans indicate that this is two properties, however, it is a single detached dwelling with large garden to its western flank and rear. The levels slope up slightly to the rear of No. 5 and there is mature vegetation on the boundary providing a good degree of screen. The eastern boundary is a low hedgerow with clear views over into the application site. There are habitable windows in the eastern flank elevation including a first floor Juliet balcony.
- 7.7.5 Plot 5 would contain a two-storey detached dwelling that would be sited to the south-west of No. 5 Little Green Lane. It would adjoin the rear garden of this neighbour but would not directly back onto the dwelling house. It would be sited approximately 17 metres from the shared boundary. Plot 10 would contain a two-storey semi-detached dwelling house and would be sited to the south of No. 5 Little Green Lane. The dwelling on Plot 5 would face east with its northern flank elevation adjoining the shared boundary, set off the boundary by approximately 6.7 metres with a separation of approximately 29.6 metres to the rear of No. 5 Little Green Lane. A single narrow first floor flank window is proposed and would serve a bathroom.
- 7.7.6 Plot 26 would be sited to the east of No. 5 Little Green Lane. This would contain a two-storey detached dwelling with 'L' shaped footprint and a detached double garage. The garage would be sited to the north and would face east into the development site. It would be single storey with a pitched roof and sited approximately 3 metres from the boundary with No. 5 Little Green Lane. The dwelling (Plot 26) would be sited with its front elevation facing north towards the garage and its flank elevation facing west towards No. 5 Little Green Lane. The dwelling would be sited approximately 7 metres off the shared boundary. There would be spacing of 3.7 metres between the garage and dwelling.
- 7.7.7 There are other properties to the north and west, including Waterdell House and Little Waterdell House and Croxley House (Nursing Home). These do not immediately adjoin the application site. The farmhouse at Killingdown Farm is centrally located within the area excluded from the application site and would not be immediately adjacent to the boundary of any proposed dwelling.
- 7.7.8 Plot 160 would adjoin the boundary with the existing dwelling at 12 Dugdales to the south. The dwelling on Plot 160 would be a two-storey detached dwelling fronting Little Green Lane

with an attached single storey double garage to its southern flank. The two-storey flank element of the dwelling would be set approximately 11 metres from the boundary with No. 12 Dugdales and the garage would be set approximately 5.5 metres from the boundary. There would be no first floor flank windows facing towards No. 12 Dugdales.

- 7.7.9 The dwellings on Plots 156 – 159 (4 dwellings) would back onto the rear garden boundaries of properties at 7, 8 and 8a Dugdales. The proposed dwellings are all two-storey dwellings of varying design. Dwellings 157 and 159 would include attached single storey double garages. Dwelling 156 would include a detached garage set forward of the dwelling. Dwelling 158 would be sited approximately 15 metres from the shared boundary and approximately 28 metres from the rear of No. 8a Dugdales. Dwelling 157 would be sited approximately 16 metres from the boundary and approximately 30 metres from the rear of No. 7 Dugdales. The proposed dwellings would include openings at ground and first floor level facing towards the shared rear boundary.
- 7.7.10 Plots 134 – 137 containing two pairs of two-storey semi-detached dwellings would back onto the rear gardens of No's. 4 and 5 Grove Crescent, also two-storey semi-detached dwellings. These existing dwellings are positioned around the end of a cul-de-sac such that they do not have a direct back-to-back relationship with the proposed development. The proposed dwellings would be sited approximately 15 metres off the boundary with a distance of approximately 29 metres to the closest rear corner of both No's. 4 and 5 Grove Crescent. The proposed dwellings would include openings at ground and first floor level in their rear elevations.
- 7.7.11 The three proposed flatted blocks (predominantly three-storeys in height) would be located to the east of the application site. They would be sited with their flank elevations facing towards the eastern boundary. The existing public footpath runs adjacent to this eastern site boundary with existing garages and dwellings on Grove Crescent to the other side. The southernmost of the proposed blocks (Block 3) would be sited approximately 4.5 metres from the footpath boundary at the closest point and approximately 31 metres from the two-storey rear elevation of the dwelling at No. 164 Grove Crescent. Block 3 would include narrow flank windows at all levels, these would be secondary windows to the rooms they serve.
- 7.7.12 The proposed central flatted block (Block 2) would be sited with its flank elevation approximately 28 metres from the rear elevation of No. 152-162 Grove Crescent, a three-storey flatted block. Its design includes a catslide roof to the east. It would include ground and first floor flank narrow windows which would be secondary windows to the rooms they serve.
- 7.7.13 The largest and northernmost of the three proposed blocks (Block 1) would be sited a minimum of approximately 12 metres from the boundary at its front south-eastern corner. Its siting is such that it would not directly face towards the existing three-storey flatted blocks on Grove Crescent to the east. Its design includes a set down two-storey element with second floor dormer windows and catslide roof to three-storey element, reducing its bulk towards the east.

## 7.8 Amenity of Future Occupiers and provision of Amenity Space

- 7.8.1 In addition to considering the impact on the amenities of existing neighbouring occupiers, it is necessary to consider the impact on the amenities of future occupiers.
- 7.8.2 The layout involves dwellings fronting the roads with spacing between. Where there are back-to-back relationships e.g. between Plots 64-66 and Plots 70-72 and between Plots 77-83 and Plots 88-93 there is separation of approximately 28 metres.
- 7.8.3 Internal room configurations have been designed to both meet Building Regulations and comply with and usually significantly exceed the National Described Space Standards, to

ensure adequate room areas with space for furniture and storage requirements. The proposed dwellings are designed to building regulations M4(1) visitable Dwelling, with 45% of the proposed dwellings being enhanced to achieve the M4(2) Accessible and Adaptable Dwellings standard.

### ***Amenity Space***

7.8.4 Amenity space requirements are set out in Appendix 2 of the Development Management Policies LDD (adopted July 2013). For dwelling houses, the following amount of amenity space should be attained as either individual gardens or in part, as space forming settings for the buildings.

- 1 bed dwelling – 42 square metres
- 2 bed dwelling – 63 square metres
- 3 bed dwelling – 84 square metres
- 4 bed dwelling – 105 square metres
- Additional bedrooms – 21 square metres each

7.8.5 For flats 21 square metres is required for 1 bedroom flats with an additional 10 square metres for each additional bedroom. Communal space for flats should be screened from the highway and from passers-by.

7.8.6 All dwelling houses would benefit from private rear gardens which would exceed adopted standards with communal amenity space for the flats. This is in addition to public space discussed at 7.12 below.

### 7.9 Noise Impact

7.9.1 Policy DM9 of the Development Management Policies LDD (adopted July 2019) sets out that planning permission will not be granted for development that has an unacceptable adverse impact on the indoor and outdoor acoustic environment of existing or planned development, has an unacceptable adverse impact on countryside areas of tranquillity which are important for wildlife and countryside recreation.

7.9.2 The application is accompanied by a Noise Impact Assessment prepared by Cass Allen Architectural and Environmental Acousticians which assesses the suitability of the site for the proposed development with regard to noise.

7.9.3 An assessment of the farm noise was carried out in accordance with BS4142. This assessment indicated that mitigation would be required to ensure that future residents will not be adversely impacted by the commercial noise. The report recommends that the installation of 1.8 metre high close boarded timber fencing around all garden plots with direct line of sight to Killingdown Farm will minimise farm noise emissions as far as reasonably practicable.

### 7.10 Highways, Access and Servicing

7.10.1 Paragraph 109 of the NPPF states that; *'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'*.

7.10.2 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111 of the NPPF).

7.10.3 Policy CP1 of the Core Strategy (adopted October 2011) advises that in ensuring all development contributes to the sustainability of the District, it is necessary to take into

account the need to reduce the need to travel by locating development in accessible locations and promoting a range of sustainable transport modes.

- 7.10.4 Policy CP10 (Transport and Travel) of the Core Strategy (adopted October 2011) advises that all development should be designed and located to minimise the impacts of travel by motor vehicle on the District. Development will need to demonstrate that:
- i) It provides a safe and adequate means of access*
  - j) It is appropriate in scale to the existing infrastructure...*
  - k) It is integrated with the wider network of transport routes...*
  - l) It makes adequate provision for all users...*
  - m) It includes where appropriate, provision for public transport either within the scheme or through contributions*
  - n) The impact of the proposal on transport has been fully assessed...*
  - o) The proposal is accompanied by a draft Green Travel Plan*
- 7.10.5 Policy H03 'Connections to existing footpaths and cycle ways in new developments' of the Croxley Green Neighbourhood Plan (Referendum Version, December 2018) states that all new development should connect into the existing networks and improve their connectivity.
- 7.10.6 The application is accompanied by a Transport Assessment and Travel Plan. Following an initial interim response from the Highway Authority, additional information has been submitted during the course of the application.
- 7.10.7 The Highway Authority have been consulted on the application and note that the application site is accessed via Little Green Lane, which has a carriageway width of between 3.8 metres and 4.5 metres to the south of the site and narrows to approximately 2.8 metres wide to the north of the site. The stretch of the lane running adjacent to the north side of the site is an unmade track in poor condition. There are no existing footways along Little Green Lane nor any street lighting.
- 7.10.8 The proposals include widening the carriageway on Little Green Lane to 4.8 metres in addition to the provision of a 2 metre wide footway on the east side of the Lane running from Baldwins Lane and then north into the development. There are two proposed new vehicle accesses from Little Green lane, one providing access to a small cul-de-sac south of the farm buildings and another north of the farm buildings providing access to the majority of the housing development. The works proposed to Little Green Lane are within the extent of the highway boundary.
- 7.10.9 The Highway Authority note that a Stage One Safety Audit and Designers Response has been submitted. These include a swept path analysis for an 11.5 metre long refuse vehicle travelling past a parked car on Little Green Lane (cars parked outside existing dwellings on Dugdales). The details submitted are considered acceptable by the Highway Authority in this regard. The Highway Authority does not identify any requirement for parking restrictions along Little Green Lane.
- 7.10.10 The Highway Authority considers that the levels of available vehicular to vehicular visibility at the proposed vehicle accesses onto Little Green Lane is acceptable and the proposed access arrangements along Little Green Lane to the site are acceptable.
- 7.10.11 A Section 278 Agreement with HCC as Highway Authority would be required in relation to the approval of the design and implementation of works that would be needed on the highway.
- 7.10.12 With regards to the internal road layout within the site, 4.8 metre wide carriageways are considered acceptable. A swept path analysis has been submitted and demonstrates that an 11.5 metre long refuse vehicle would be able to access the internal road layout and turn around within the site in order to exit onto Little Green Lane in forward gear. The Highway

Authority does note that the acceptability of this would be dependent on the absence of parked vehicles at particular points. Comments from TRDC Environmental Protection regarding access for refuse/re-cycling vehicles are awaited.

- 7.11 It is proposed to provide direct pedestrian links from the site to the existing public footpath to the east (Croxley Green 013). Whilst the Highway Authority are supportive of this, they consider that the proposed provision for pedestrians from the west into and out of the site is unacceptable. These comments have been reviewed by the applicant and an amended site layout plan is expected to be provided. The Highway Authority will be re-consulted on any amended plans.
- 7.11.1 Discussions have been ongoing between the applicant and the Highway Authority regarding the level of adoption. An indicative plan has been provided, however, the Highway Authority note that the applicant would need to enter into a Section 38 Agreement with HCC in relation to the submission and approval of any detailed plans. Details of the management and maintenance of any roads not to be adopted would also be required.
- 7.11.2 The Highway Authority has not identified any specific emergency vehicle access issues and consider a 4.8 metre wide carriageway to be sufficient.
- 7.11.3 A trip generation assessment has been submitted and is based on information from the TRICS database. The Highway Authority considers the parameters and approach used to be acceptable. The assessment indicates that the development is expected to generate 75 two-way vehicle movements in the AM peak and 70 in the PM peak. This is considered acceptable from a highways perspective.
- 7.11.4 A Framework Travel Plan has been submitted as part of the application to support the promotion and maximisation of sustainable travel options to and from the site and to ensure that the proposals are in accordance with Hertfordshire's Local Transport Plan and the National Planning Policy Framework (NPPF). The travel plan is considered to be generally acceptable for this stage of the application, however, a full TP would need to be secured via a Section 106 planning obligation with a contribution of £6000 sought towards supporting the implementation, processing and monitoring of a full travel plan
- 7.11.5 In the event that planning permission was granted, the Highway Authority have indicated that a number of conditions would be requested regarding:
- Provision of Visibility Splays.
  - Estate Roads – details of future management and maintenance.
  - Offsite Highway Improvements – design approval and implementation/construction.
  - Provision of Internal Access Road, Parking and Servicing Area.
  - Construction Management Plan.

## 7.12 Parking

- 7.12.1 Parking requirements are set out in Appendix 5 of the Development Management Policies LDD (adopted July 2013). The requirements are 1.75 spaces (1 assigned) for 1 bedroom dwellings; 2 spaces (1 assigned) for 2 bedroom dwellings; 2.25 spaces (2 assigned) for 3 bedroom dwellings; and 3 spaces (3 assigned spaces within curtilage) for dwellings with 4 or more dwellings. Reference to dwellings includes all dwellings, ie. both houses and flats.
- 7.12.2 The application proposes 17 x 1 bedroom dwellings; 52 x 2 bedroom dwellings; 65 x 3 bedroom dwellings and 26 x 4+bedroom dwellings, the parking requirements for which are indicated below:

$$17 \times 1.75 = 29.75 \text{ (17 assigned)}$$

$$52 \times 2 = 104 \text{ (52 assigned)}$$

$$65 \times 2.25 = 146.25 \text{ (130 assigned)}$$

26 x 3 = 78 (78 assigned within the curtilage)

- 7.12.3 This would result in a total requirement for 358 car parking spaces to serve the development of which 277 should be assigned.
- 7.12.4 In total 358 parking spaces are proposed of which 339 would be assigned. This is comprised of 165 parking spaces and 46 garages serving the Market Dwellings; 128 private parking spaces serving the Affordable Dwellings; and 19 unassigned spaces.
- 7.12.5 HCC as Highway Authority raise no objection to the level or layout of the assigned spaces but have raised concerns in relation to the inclusion of unassigned on-street parking areas in the total provision as they may not be able to be permanently provided. They raise no significant objection to a level of 339 car parking spaces to serve the development but note that TRDC is the parking and planning authority for the District and in regard to this it noted that in excess of the required number of assigned spaces would be provided.
- 7.12.6 Current guidance requires spaces to be 4.8 metres by 2.4 metres, however, the Planning Statement sets out the parking spaces have been designed in accordance with Hertfordshire County Council's emerging guidance which requires larger spaces of 5 metres by 2.5 metres.
- 7.12.7 HCC as Highway Authority would recommend the provision of an appropriate level of electric vehicle charging provision.
- 7.12.8 With regards to cycle parking, requirements are also set out in Appendix 5. For dwelling houses it is recognised that there would generally be space within the dwelling or curtilage (eg. a garage or shed), however, in other cases 1 space should be provided per unit. For flats the requirement is 1 space per 2 flats

#### 7.13 Public Realm, Open Space and Play Space

- 7.13.1 Policy DM11 of the Development Management Policies LDD states that in order to ensure that new residential developments do not exacerbate deficiencies in open and children's play space developments of 25 or more dwellings or over 0.6ha should make on site provision for open space and play space (10% of site area to be open space and 2% formal equipped play facilities).
- 7.13.2 The proposed development provides 0.59 Ha of land for open space, comprising formal and informal open space areas and children's play equipment. The areas of open space would be easily accessible to residents of the proposed development and from the surrounding area.
- 7.13.3 A Local Equipped Area for Play (LEAP) is proposed centrally and would be within 400m walking distance of all proposed dwellings. The LEAP would provide 400sqm of play space. Smaller 'door-step' play spaces of 100sqm are proposed throughout the site within 100m of all dwellings. A natural play space is proposed to the eastern site boundary, incorporating an existing Oak tree (category A) at its centre.

#### 7.14 Trees and Landscaping

- 7.14.1 In ensuring that all development contributes to the sustainability of the District, Policy CP12 of the Core Strategy (adopted October 2011) advises that development proposals should:
  - "i) Ensure that development is adequately landscaped and is designed to retain, enhance or improve important existing natural features; landscaping should reflect the surrounding landscape of the area and where appropriate integrate with adjoining networks of green open spaces".

- 7.14.2 Policy DM6 (Biodiversity, Trees, Woodlands, Watercourses and Landscaping) of the Development Management Policies LDD (adopted July 2013) advises that development proposals for new development should be submitted with landscaping proposals which seek to retain trees and other landscape and nature conservation features. Landscaping proposals should also include new trees to enhance the landscape of the site and its surroundings as appropriate.
- 7.14.3 The application is accompanied by a Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement and Tree Protection Plan (prepared in accordance with BS 5837:2012), a Landscape Mater Plan and Hard and Soft Landscaping Plans.
- 7.14.4 The Tree Survey identified 27 individual trees, 7 groups of trees, 4 areas of trees and 9 hedgerows. In addition to trees which require felling irrespective of development due to their poor condition, it is necessary to fell 4 individual trees (3 x Category C and 1 x Category U), 6 landscape features and sections of a further 6 landscape features in order to deliver the proposed layout. In addition to this, 2 trees and 5 landscape features require minor surgery to permit construction spaces or access.
- 7.14.5 The Design and Access Statement sets out that the development has been designed in order to retain and enhance the majority of hedgerow that surrounds the site and to retain the category A and B trees. In addition, a comprehensive landscaping plan with generous tree planting is proposed.
- 7.14.6 The Landscape Officer has reviewed the submitted details. They raise no objections to the loss of some of the trees (A001, A002, T002, A003, T0024 and G003) as these are unremarkable specimens. However, the Landscape Officer has raised an objection to the removal of T018 (Ash tree - Related with T1 of TPO 031); A003 (3 elm trees and 3 holly trees - related with G6 of TPO 031); A004 (An elm tree - Related with G6 of TPO 031); and H004 (6 elm trees - Related with G2 of TPO 031).
- 7.14.7 The applicant's Arboricultural Consultant has responded to the comments made:

*T1 of the TPO or T018 on our drawing is an ash tree which is still present. It is however categorised as a U by us which is a tree in an irremediable condition. This is due to the trees condition having a dead and dying crown along with a large cavity in the main stem. We would not consider a U category tree to be a constraint upon development.*

*G6 of the TPO or A003 on our drawing is described as having 3 elm and 3 holly by the landscape officer. We believe this to now be inaccurate as we did not record any specimens of elm or holly in this area. We only found a dense area of semi mature specimens including cherry plum, walnut, ash, elder and hazel.*

*The next point where the officer says there is another elm in G6 of the TPO but within A004 of our drawing is incorrect for two reasons. Firstly G6 on the TPO plan is in a different location to where our A004 is located. Secondly, as with the above, there were no elm identified within A004. A004 consists of Wild Cherry and Apple and is the old orchard area we have previously discussed.*

*Lastly the officer refers to 6 elm trees within G2 of the TPO or hedge H004 on our plan. H004 is a typical field hedge and again no specimens of elm were identified within our survey. The hedge now only consists of hawthorn, elder and holly.*

- 7.14.8 The Landscape Officer is reviewing the application and the supplementary comments above and the full report will be updated to reflect the outcome of their review.

## 7.15 Ecology

- 7.15.1 Section 40 of the Natural Environment and Rural Communities Act 2006 requires Local Planning Authorities to have regard to the purpose of conserving biodiversity. This is further emphasised by regulation 3(4) of the Habitat Regulations 1994 which state that Councils must have regard to the strict protection for certain species required by the EC Habitats Directive.
- 7.15.2 Paragraph 170 of the NPPF advises that planning policies and decisions should contribute to and enhance the natural and local environment by:
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.*
- 7.15.3 Paragraph 174 of the NPPF advises that in order to protect and enhance biodiversity and geodiversity, plans should:
- b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.*
- 7.15.4 Paragraph 175 of the NPPF advises that when determining planning applications, local planning authorities should apply principles including:
- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.*
- 7.15.5 Policy CP1 of the Core Strategy (adopted October 2011) advises that; “all development in Three Rivers will contribute to the sustainability of the District. This means taking into account the need to” (amongst other things) (f) “protect and enhance our natural, built and historic environment from inappropriate development and improve the diversity of wildlife and habitats”.
- 7.15.6 Policy CP9 of the Core Strategy (adopted October 2011) advises that; “The Council will seek a net gain in the quality and quantity of Green Infrastructure, through the protection and enhancement of assets and provision of new green spaces”.
- 7.15.7 Policy DM6 of the Development Management Policies LDD advises that development should result in no net loss of biodiversity value across the District as a whole.
- 7.15.8 The application is accompanied by a number of ecological reports that have been reviewed by Hertfordshire Ecology. Having reviewed the submitted details, Hertfordshire Ecology have raised no objection to the proposal subject to a number of planning conditions.
- 7.15.9 The application site is described as agricultural land forming part of Killingdown Farm and comprises, grassland fields (generally with improved grassland but one field is likely species-poor semi-improved grassland), dense scrub, ruderal vegetation, a small orchard, and with hedgerows and trees to its boundaries. The majority of farm buildings and associated hardstanding are outside the red line boundary; however, some timber sheds and open fronted barns within the site boundary are proposed for demolition.
- 7.15.10 Hertfordshire Ecology consider that the reports provide adequate assessment of the impact of the proposals and are based on appropriate survey methods and effort. They welcome the retention and enhancement of boundary hedgerows; retention of trees where possible; creation of an attenuation feature and associated landscaping applicable for biodiversity enhancements (such as wet and dry wildflower grassland, scrub, orchard and hedgerows); and use of native species planting in the landscaping scheme. They also note that green spaces and linking green ribbons are proposed within the residential area, and three of the open spaces within the residential development will have orchards as replacement for the

loss of the existing orchard. Several integrated bat and bird boxes/features will also be incorporated within the new buildings, which is welcomed.

- 7.15.11 The development will result in the loss of 6-7ha of grassland, a young orchard covering 0.17ha, and some hedgerow habitats. However, Hertfordshire Ecology have advised that they consider that sufficient offsetting has been proposed (mainly for species-rich grassland, replacement orchard planting, and planting new hedgerows) to compensate for this loss and achieve measurable biodiversity net gain.
- 7.15.12 The Ecological Impact Assessment Report suggests a number of mitigation measures which would be required to be secured via condition on any grant of consent. Similarly, the mitigation measures set out within the Badger Report would also be required to be secured by condition.
- 7.15.13 The area to the north of Little Green Lane is proposed to provide ecological enhancements and drainage attenuation, with a depression in the ground acting as a dry pond. This area would be free from any artificial lighting. Low level lighting with controlled light spill and glare is proposed for the residential area, however, further details would be secured via condition.

## 7.16 Sustainability

- 7.16.1 Paragraph 93 of the NPPF states that “Planning plays a key role in helping to shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure”.
- 7.16.2 Policy CP1 of the Core Strategy requires the submission of an Energy and Sustainability Statement demonstrating the extent to which sustainability principles have been incorporated into the location, design, construction and future use of proposals and the expected carbon emissions.
- 7.16.3 Policy DM4 of the DMLDD requires applicants to demonstrate that development will produce 5% less carbon dioxide emissions than Building Regulations Part L (2013) requirements having regard to feasibility and viability. This may be achieved through a combination of energy efficiency measures, incorporation of on-site low carbon and renewable technologies, connection to a local, decentralised, renewable or low carbon energy supply. The policy states that from 2016, applicants will be required to demonstrate that new residential development will be zero carbon. However, the Government has announced that it is not pursuing zero carbon and the standard remains that development should produce 5% less carbon dioxide emissions than Building Regulations Part L (2013) requirements having regard to feasibility and viability.
- 7.16.4 Three Rivers District Council declared a ‘Climate Emergency’ in 2019. The Climate Change Motion put forward by Members commits the council to use all practical means to reduce the impact of council services on the environment, use all planning regulations and the Local Plan to cut carbon emissions and reduce the impact on the environment. Whilst the declaration of the Climate Emergency is noted, it is the current adopted Policy DM4 against which any planning applications must be currently be assessed.
- 7.16.5 The application is accompanied by an Energy Statement prepared by NRG Consulting which sets out that the development would achieve a 7.70% reduction in carbon dioxide emissions over Building Regulations Part L (2013) and would therefore exceed the current policy requirement which requires a minimum 5% saving.

## 7.17 Flood Risk and Drainage

- 7.17.1 Policy DM8 (Flood Risk and Water Resources) of the Development Management Policies LDD (adopted July 2013) advises that development will only be permitted where it would

not be subject to unacceptable risk of flooding and would not unacceptably exacerbate the risks of flooding elsewhere and that the Council will support development where the quantity and quality of surface and groundwater are protected and where there is adequate and sustainable means of water supply. Policy DM8 also requires development to include Sustainable Drainage Systems (SuDS). A SuDS scheme for the management of surface water has been a requirement for all major developments since April 2015.

7.17.2 The application is accompanied by a Flood Risk Assessment and Drainage Report. This sets out that it is proposed to drain the site via a single SuDS feature (dry pond) located to the north of the site. The submitted details have been reviewed by the Lead Local Flood Authority (LLFA). The LLFA have advised that the information provided to date does not currently provide a suitable basis for an assessment to be made of the flood risks arising from the proposed development. As such and in order for the LLFA to advise the LPA that the site will not increase flood risk to the site and elsewhere and can provide appropriate sustainable drainage, additional information has been requested by the LLFA. The comments of the LLFA are being reviewed by the applicant.

## 7.18 Refuse and Recycling

7.18.1 Policy DM10 (Waste Management) of the DMLDD advises that the Council will ensure that there is adequate provision for the storage and recycling of waste and that these facilities are fully integrated into design proposals. New developments will only be supported where:

- i) The siting or design of waste/recycling areas would not result in any adverse impact to residential or work place amenity
- ii) Waste/recycling areas can be easily accessed (and moved) by occupiers and by local authority/private waste providers
- iii) There would be no obstruction of pedestrian, cyclists or driver site lines

7.18.2 The submitted Transport Statement sets out that a swept path assessment has been undertaken of an 11.22 metre refuse vehicle and this has demonstrated that refuse vehicles will be able to access and egress the site in forward gear with suitable turning heads provided on site.

7.18.3 Following an initial response from HCC as Highway Authority (HCC), additional information has been provided and include a swept path-analysis for an 11.5 metre long refuse vehicle travelling past a parked car on Little Green Lane to the south of the site (drawing no. 1908-012). HCC as Highway Authority have advised that the details submitted in this respect are considered sufficient and acceptable.

7.18.4 With regards to the internal site layout, HCC have advised that a swept path analysis has been submitted as part of the supplemental highways response document dated 22/10/2020 (drawing number 1908-012 SP11), illustrating that an 11.5 metre long refuse vehicle would be able to utilise the internal access road layout, turn around and egress to Little Green Lane in forward gear, the arrangements of which are considered to be acceptable by HCC as Highway Authority. However, HCC do comment that the acceptability of this would be dependent on the absence of on-street car parking at any of the required manoeuvrability areas (discussed in more detail at 7.8 above). HCC also comment that the acceptability of any waste collection details would also need to be confirmed as acceptable by Three Rivers District Council (TRDC) and in this regard the comments of Environmental Protection Officers are awaited.

7.18.5 The County Council's adopted waste planning documents reflect Government policy which seeks to ensure that all planning authorities taken responsibility for waste management. This includes ensuring that 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 ensuring that the handling of waste arising from the

construction and operation of development maximises reuse/recovery opportunities, and minimises off-site disposal.

- 7.18.6 HCC would therefore require a Site Waste Management Plan (SWMP) to be submitted which should aim to reduce the amount of waste produced on site. As a minimum the waste types should be defined as inert, non-hazardous and hazardous. The SWMP should be set out as early as possible so that decisions can be made relating to the management of waste during construction, whereby building materials made from recycled and secondary sources can be used within the development. This will help in terms of estimating what types of containers/skips are required for the stages of the project and when segregation would be best implemented for various waste streams. It will also help in determining the costs of removing waste for a project. The total volumes of waste during enabling works (including demolition) and construction works should also be summarised.
- 7.18.7 With regards to the location of refuse and re-cycling bins, for dwellings these would be per household and stored within the curtilage of the dwelling, with communal refuse/re-cycling storage areas in the three flatted blocks.

## 7.19 Lighting

- 7.19.1 A Lighting Impact Assessment has been submitted with the application. The report notes that the only roads near the site which have systems of street lighting installed are Dugdales and Grove Crescent. The areas to the north and north-west are largely open fields with a few residential properties. There is an absence of artificial lighting currently.
- 7.19.2 Potentially sensitive receptors include human residential receptors (properties within close proximity of the site), Croxley House Nursing Home and drivers on Little Green Lane due to potential glare from light sources. Ecology impacts are considered separately at 7.14 above.
- 7.19.3 It is recognised that artificial lighting will be required to facilitate both the safe and secure operation of the site during construction and longer term operation. Construction lighting details would be secured via a Construction Management Plan. Lighting for internal roadways and footways will comply with the Highway Authority's specification. Similarly, any lighting on Little Green Lane at the entrance to the development would also need to comply with such specification. In terms of the dwellings, houses will be fitted with an exterior porch light with wall mounted lights on the flatted blocks. These will be designed and directed to provide appropriate light whilst preventing obtrusive light spillage.

## 7.20 Crime

- 7.20.1 Policy CP1 of the Core Strategy (adopted October 2011) advises that all development in Three Rivers will contribute to the sustainability of the District. This means taking into account the need to, for example, promote buildings and public spaces that reduce opportunities for crime and anti-social behaviour. Policy CP12 also requires that development proposals design out opportunities for crime and anti-social behaviour through the incorporation of appropriate measures to minimise the risk of crime and create safe and attractive places.
- 7.20.2 Policy H02 'Lifetime neighbourhoods and security' of the Croxley Green Neighbourhood Plan (Referendum Version, December 2018) states that all new dwellings should be safe and secure for everyone in line with the design principles of 'Secured by Design, New Homes 2014' or any successor document. Gated developments will be discouraged.
- 7.20.3 The submitted planning statement sets out that the scheme has been discussed with the Crime Prevention Design Advisor and their comments have been incorporated into the proposals to help reduce opportunities for crime and anti-social behaviour across the development.

## 7.21 Planning Obligations

- 7.21.1 Policy CP8 of the Core Strategy states that development should provide, or make adequate contribution towards, infrastructure and services to make a positive contribution to safeguarding or creating sustainable and linked communities, to offset the loss of any infrastructure through compensatory provision and to meet ongoing maintenance costs where appropriate. The Three Rivers Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on 1 April 2015.
- 7.21.2 Policy CP4 of the Core Strategy provides the policy basis to seek to secure a proportion of dwellings to be provided as affordable housing. It seeks an overall provision of 45% which in most cases should be provided on site. It states that '*in assessing affordable housing requirements including the amount, type and tenure mix, the Council will treat each case on its merits, taking into account site circumstances and financial viability*'.
- 7.21.3 Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition, and must meet all three of the following CIL Regulation 122 tests if they are to be treated as a reason to grant planning permission:
- necessary to make the development acceptable in planning terms
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development
- 7.21.4 Any costs associated with planning obligations should be accounted for in any assessment of scheme viability and impact on the residual funding available for affordable housing is a consideration.

### ***Three Rivers requirements***

- 7.21.5 Policy CP4 of the Core Strategy (adopted October 2011) seeks an overall provision of around 45% of all new housing to be affordable and states that in assessing the affordable housing requirements that each case will be treated on its own merits taking into account site circumstances and financial viability. The proposal includes 72 affordable units which represents 45%, with 51 (71%) Affordable Rented and 21 (29%) Shared Ownership. The provision of this affordable housing would be secured via condition on any grant of consent. The Affordable Rent level would be set at a level which has been determined as being genuinely affordable to those in housing need.

### ***Hertfordshire County Council (HCC)***

- 7.21.6 Whilst HCC as Highway Authority have currently raised an objection to the development, they have advised that in the event that the Local Planning Authority was minded to grant planning permission, they would seek developer contributions of £6,000 via a Section 106 Agreement towards supporting the implementation, processing and monitoring of a full travel plan including any engagement that may be needed.

## **8 Recommendation**

- 8.1 Members should note that there is no recommendation for approval or refusal at this stage in the consideration of the application.
- 8.2 Consequently, it is recommended that the Committee notes the report, and is invited to make general comments with regards to the material planning considerations raised by the application.