

ITEM NUMBER: 5h

20/00005/FUL	Proposed development includes: Construction of new two storey attached dwelling. Alterations to existing dwelling, single storey rear extension. Creation of new cross over to access new parking area for existing dwelling.	
Site Address:	12 Bourne Road Berkhamsted Hertfordshire HP4 3JU	
Applicant/Agent:	Mr Thompson	
Case Officer:	Elsbeth Palmer	
Parish/Ward:	Berkhamsted Town Council	Berkhamsted West
Referral to Committee:	Due to contrary view of Berkhamsted Town Council	

1. RECOMMENDATION

That planning permission be granted.

2. SUMMARY

- 2.1 The proposal would make a valuable contribution to the Borough's existing housing stock (in accordance with Policy CS17). As such, the development would be located in a sustainable location and seeks to optimise the use of urban land, the proposal is in accordance with Policies CS1, CS4, CS17, CS18 of the Core Strategy (2013), Saved Policy 10 of the Local Plan (1991) and the NPPF (2019).

3. SITE DESCRIPTION

- 3.1 The site is located on the northern side of Bourne Road within a designated residential area of Berkhamsted and BCA16: Durrants. The site comprises a two storey brick semi-detached dwelling set down from the road with off street parking on a raised area to the front of the site. There is an outbuilding to the rear of the dwelling which is to be demolished.
- 3.2 The area to the side of the existing dwelling is a steep slope which follows the slope of the road.

4. PROPOSAL

- 4.1 The proposed development includes:
- Construction of new attached dwelling;
 - Alterations to existing dwelling – single storey rear extension; and
 - Creation of new cross over to access new parking area for existing dwelling.
- 4.2 The application has been the subject of amended plans to address parking issues on site. The changes included:
- Reducing the number of bedrooms in No. 12 Bourne Road; and
 - Increasing the number of off street parking spaces to the front of the dwellings.
- 4.3 These changes were requested to ensure that adequate off street parking would be available for both the existing and proposed dwelling.
- 4.4 The consultation deadline for comments is 21.04.20. It is noted, however, that the original proposals received no comments from local residents and an objection from Berkhamsted Town Council relating to the new dwelling not being in keeping with the street scene.

Therefore, it is noted that the amended plans do not concern the points raised by the Town Council.

5. PLANNING HISTORY

Planning Applications:

4/02339/19/FUL - Construction of new attached dwelling, alterations to existing property including construction of single storey rear extension. Enlargement of existing parking bay in front Garden. *WDN - 13th January 2020 due to highways objections to the enlargement of the cross over and planning concerns regarding the design of the new dwelling.*

4/00374/02/FHA - Two storey side and rear extensions and off road parking area
GRA - 23rd July 2002 – the two-storey side and rear extensions were never built but the off road parking area is complete so the approval as a whole is still valid and implementable.

Appeals (If Any):

6. CONSTRAINTS

Parking Accessibility Zone (DBLP): 4

CIL Zone: CIL1

Former Land Use (Risk Zone): Infilled Pond, Combe Gardens, Berkhamsted

Former Land Use (Risk Zone): Old Chalk Pit, Durrants Lane, Berkhamsted

Parish: Berkhamsted CP

RAF Halton and Chenies Zone: Green (15.2m)

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

Residential Area (Town/Village): Residential Area in Town Village (Berkhamsted)

EA Source Protection Zone: 3

Town: Berkhamsted

7. REPRESENTATIONS

Consultation responses

7.1 These are reproduced in full at Appendix A.

Neighbour notification/site notice responses

7.2 These are reproduced in full at Appendix B.

8. PLANNING POLICIES

Main Documents:

National Planning Policy Framework (February 2019)

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

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

Relevant Policies:

NP1 - Supporting Development

CS1 - Distribution of Development

CS4 - The Towns and Large Villages

CS10 - Quality of Settlement Design

CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design
CS29 - Sustainable Design and Construction

Saved Policies of the Dacorum Borough Local Plan

Appendices 3, 7

Supplementary Planning Guidance/Documents:

Character Appraisal BCA:16 Durrants
Accessibility Zones for the Application of Car Parking Standards (2002)
Planning Obligations (2011)
Roads in Hertfordshire, Highway Design Guide 3rd Edition (2011)
Site Layout and Planning for Daylight and Sunlight: A Guide to Good Practice (2011)

9. CONSIDERATIONS

Main Issues

9.1 The main issues to consider are:

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

Principle of Development

- 9.2 The National Planning Policy Framework (NPPF) states that “Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.” Saved Policy 10 of the Local Plan (2004) also seeks to optimise the use of available land within urban areas.
- 9.3 Policy CS 18 states that new housing will provide a choice of homes which will comprise a range of housing types and sizes.
- 9.4 The application site is located within an urban area in the existing town of Berkhamsted. As such the infrastructure in the immediate area has been developed to provide good transport links for existing land uses. There are also services and facilities available within close proximity of the site.
- 9.5 The site is situated within the town of Berkhamsted wherein residential development is acceptable in accordance with Policy CS4 of the Core Strategy.
- 9.6 The Berkhamsted Character Appraisal for this area BCA16 Durrants sets out a number of development principles for the construction of new dwellings:

Design: No special requirements. Hipped roofs are encouraged where these predominate in the street scene. The proposed new dwelling has a hipped roof.

Type: Semi-detached dwellings are encouraged. Terraces and detached houses may be acceptable where the character and appearance of

nearby and adjacent development would be respected. The predominant character along Bourne Road is that of two storey semi-detached dwellings. The recently approved dwelling discussed in the section on Street Scene just 4 blocks north of the subject site allowed for a terraced dwelling. No. 12 Bourne Road is located close to the intersection with Marlin Close which is mix of semi-detached and terraced dwellings.

The proposed new dwelling will be set down from the main ridgeline of the existing dwelling and set back from the front elevation in order to reduce any impact. The slope of the street means that the new dwelling is well set down from its neighbour No. 14 to the south.

The proposal will result in a terraced dwelling which will respect the character of the neighbourhood.

Height: Should not normally exceed two storeys in height. The proposal will be two storeys high.

Size: Medium sized dwellings are appropriate and are encouraged. The proposal is a medium sized dwelling.

Layout: Spacing within the medium range (2 m to 5 m) should be maintained. Dwellings should front the road and follow the established building line. The proposal will retain a gap along the side boundary which will ensure a gap of approx. 2 metres between the new dwelling and No. 14 to the south. The proposal will front the road and follow the established building line.

Density: Should normally be provided within the medium range (30 to 35 dwellings/ha (net)), although higher densities may be appropriate in parts of the area where overall density is higher than those in the medium range. The density of the proposal will be 40 dwellings per hectare which reflects a similar density to other dwellings in the neighbourhood.

Quality of Design / Impact on Visual Amenity – Street Scene

- 9.7 Core Strategy (2013), Policies', CS1, CS4, CS10, CS11 and CS12 highlight the importance of good design in improving the character and quality of an area; seeking to ensure that developments are in keeping with the surrounding area in terms of size, mass, height and appearance. This guidance is reiterated in the Saved Local Plan (2004) Policies' of 10, 18 and 21.
- 9.8 An assessment has been made above in regard to the development principles stated in BCA:16 which covers most of the design issues. There will be no raising of roof or ridge height to the existing dwelling. The design, scale and materials proposed will be in character with the street scene.
- 9.9 4/01724/16/FUL granted planning permission for a new attached dwelling at No. 4 Bourne Road. The proposal was very similar to the current application in that it created a terraced block of three dwellings and parking was arranged in a similar manner.
- 9.10 Paved parking areas to the front of dwellings is part of the street scene along Bourne Road. Some of these parking areas are raised as is currently proposed and was approved at No. 4 Bourne Road and some are in line with the slope of the land.

Impact on Residential Amenity

- 9.11 There will be no significant loss of sunlight and daylight for the existing attached dwelling No. 12 Bourne Road as there will be a 3 metre single storey rear extension added to this dwelling

thus extending the rear elevation outwards. A 45 degree test has been shown on the plans to prove that there will be no impact at first floor level. Furthermore, the closest window for No.12 on the two-storey rear projection of the new house is a bathroom window.

- 9.12 There will be no significant loss of sunlight and daylight for No. 10 Bourne Road as a result of the single storey rear extension to No. 12 due to its modest depth and height. The two storey rear extension is well removed from this dwelling.
- 9.13 There will be no significant loss of sunlight and daylight for the neighbour on the southern side of the site No. 14 Bourne Road as the new dwelling will be well set down from this house and all the windows in this dwelling which face the site are obscure glazed and appear to be secondary or to serve non-habitable rooms.
- 9.14 There will be no overlooking as a result of this proposal as the only side windows will be obscure and non-opening.

Amenity Space

- 9.15 The rear garden depth of approximately 18 metres for No 12 and 16 metres for the proposed new dwelling is more than the 11.5 m stated in the guidance provided in Saved Local Plan Appendix 3.

Impact on Highway Safety and Parking

- 9.16 The proposed development will allow for two off street parking spaces for each 3 bed dwelling. The SPG Accessibility Zones for the Designation of Car Parking Standards states that a three bedroom dwelling requires a maximum of 2.25 spaces.
- 9.17 For this reason the existing on-site provision of two car parking spaces for the new dwelling and the proposed two spaces for the existing dwelling is believed to adequately supply the sites parking needs. The proposed parking is therefore acceptable under Policy CS12 (b) of the Core Strategy.

Other Material Planning Considerations

9.18 Impact on Trees and Landscaping

Trees and Woodlands have no objections to the proposal due to no significant trees being detrimentally affected by the development.

9.19 Waste Management

There is a bin store area to the front of the dwellings set down from the street scene behind the area for car parking.

Response to Neighbour Comments

- 9.20 There were no neighbour comments.

Community Infrastructure Levy (CIL)

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

2015. Whilst the extension to No.12 would not be CIL liable (as less than 100m² of additional floor space), a new dwelling is being created and therefore CIL will be payable. CIL relief is available for affordable housing, charities and Self Builders and may be claimed using the appropriate forms.

10. CONCLUSION

- 10.1 Taking all of the above into account, the proposal would make a valuable contribution to the Borough's existing housing stock (in accordance with Policy CS17). As such, the development would be located in a sustainable location and seeks to optimise the use of urban land, the proposal is in accordance with Policies CS 1, CS4 and CS17, CS18 of the Core Strategy (2013), Saved Policy 10 of the Local Plan (1991) and the NPPF (2019).

11. RECOMMENDATION

- 11.1 That planning permission be granted.

Condition(s) and Reason(s):

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

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. **The development hereby permitted shall be constructed in accordance with the materials specified on the application form.**

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

3. **Should any ground contamination be encountered during the construction of the development hereby approved (including groundworks) works shall be temporarily suspended, unless otherwise agreed in writing by the Local Planning Authority, and a Contamination Remediation Scheme shall be submitted to (as soon as practically possible) and approved in writing by, the Local Planning Authority. The Contamination Remediation Scheme shall detail all measures required to render this contamination harmless and all approved measures shall subsequently be fully implemented prior to the first occupation of the development hereby approved.**

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

Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Policy CS32 of the Dacorum Borough Core Strategy (2013). The safe and secure occupancy of the site, in respect of land contamination, lies with the developer.

4. **The windows first floor in the south-west elevation of the development hereby permitted shall be non-opening and permanently fitted with obscured glass unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In the interests of the residential amenities of the occupants of the adjacent dwellings in accordance with Policy CS12 (c) of the Dacorum Borough Council Core Strategy (2013) and Paragraph 127 (f) of the National Planning Policy Framework (2019).

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

Reason: In the interest of highway safety.

6. **Pedestrian visibility splays of .65m x .65m shall be provided, and thereafter maintained, on both sides of the new vehicle crossovers, which will be restricted to a double width, i.e. as per Roads in Herts - Highway Design Guide 3rd ed guidance, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway.**

Reason: In the interest of highway safety and to comply with Core Strategy Policy 12.

7. **Prior to the first use of the development hereby permitted the vehicular accesses and associated highway works shall be provided and thereafter retained at the position shown on the approved plan drawing number 220D. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.**

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018) and to comply with Core Strategy Policy 12.

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

**BRC19 220D Proposed Site Plan
BRC19 201E Proposed Elevations
BRC19 200F Proposed Floor Plans**

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

Informatives:

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

2. The safe and secure occupancy of the site, in respect of land contamination, lies with the developer.
The above condition is considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2018.

The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.

3. In accordance with the Councils adopted criteria, all noisy works associated with site demolition, site preparation and construction works shall be limited to the following hours - 07:30 to 18:30 on Monday to Saturday, no works are permitted at any time on Sundays or bank holidays.
4. Dust from operations on the site should be minimised by spraying with water or carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The Applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.
5. The attention of the Applicant is drawn to the Control of Pollution Act 1974 relating to the control of noise on construction and demolition sites.
6. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:-
<https://www.hertfordshire.gov.uk/droppedkerbs/>
7. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.
8. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047

9. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-and-developer-information.aspx>
10. Construction standards for new vehicle access: Where works are required within the public highway to facilitate the new vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website. <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/drop-ped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Local Parish	<p>Objection</p> <p>The Committee's decision has not changed from the last time it objected to an application for this property in July 2019. This would be a significant rear and side elevation with four new windows proposed. This property is part of a row of four identical houses and the proposed scheme that includes raising the roof will result in a property not in keeping with the street scene.</p> <p>CS11, CS12</p>
Environmental And Community Protection (DBC)	<p>The development, if permitted, will not result in a change of land use and there is no former land use on or immediately adjacent to the application site that would be expected to result in ground contamination. The only exception to this is the demolition of a shed in the garden area of the new property. As such the proposed development is not expected to introduce any new pathways of exposure to contamination and in any event the historical land use of the site as residential since it was first developed suggests that contamination would not be expected.</p> <p>As such, it is considered that the following contaminated land 'discovery' planning condition shall be sufficient, if planning permission is to be granted. This provides for unexpected contamination originating from the application site, for example asbestos, or the migration of contamination from neighbouring sites, to be dealt with in an</p>

	<p>appropriate way.</p> <p>Discovery Condition - Contaminated Land: Should any ground contamination be encountered during the construction of the development hereby approved (including groundworks), works shall be temporarily suspended, unless otherwise agreed in writing by the Local Planning Authority, and a Contamination Remediation Scheme shall be submitted to (as soon as practically possible) and approved in writing by, the Local Planning Authority. The Contamination Remediation Scheme shall detail all measures required to render this contamination harmless and all approved measures shall subsequently be fully implemented prior to the first occupation of the development hereby approved.</p> <p>Should no ground contamination be encountered or suspected upon the completion of the groundworks, a statement to that effect shall be submitted in writing to the Local Planning Authority prior to the first occupation of the development hereby approved.</p> <p>Reason: To ensure that the issue of contamination is adequately addressed and to ensure a satisfactory development, in accordance with Core Strategy (2013) Policy CS32.</p> <p>Informatives: The safe and secure occupancy of the site, in respect of land contamination, lies with the developer. The above condition is considered to be in line with paragraphs 170 (e) & (f) and 178 and 179 of the NPPF 2018.</p> <p>The Environmental Health Team has a web-page that aims to provide advice to potential developers, which includes a copy of a Planning Advice Note on "Development on Potentially Contaminated Land and/or for a Sensitive Land Use" in use across Hertfordshire and Bedfordshire. This can be found on www.dacorum.gov.uk by searching for contaminated land and I would be grateful if this fact could be passed on to the developers.</p>
Hertfordshire Highways (HCC)	<p><u>Comments on amended plans</u></p> <p>AMENDED PROPOSAL Construction of new attached dwelling and alterations to existing property including construction of single storey rear extension. Widening of existing crossover to 5.4m.</p> <p>Decision Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p>

1. Access / Highway Works Prior to the first use of the development hereby permitted the vehicular accesses and associated highway works shall be provided and thereafter retained at the position shown on the approved plan drawing number 220D. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway. Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

HIGHWAY INFORMATIVE: Hertfordshire County Council (HCC) recommends inclusion of the following highwayinformatives / advisory notes (AN) to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980: AN) Construction standards for new vehicle access: Where works are required within the public highway to facilitate the new vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission, requirements and for the work to be carried out on the applicant's behalf. Further information is available via the website. <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/drop-ped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047

AN) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

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

Authority before construction works commence. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047

COMMENTS / ANALYSIS: The application comprises of the erection of new dwelling attached to the existing dwelling and associated works at 12 Bourne Road, Berkhamsted. Bourne Road is designated as unclassified local access road, subject to a speed limit of 20mph and highway maintainable at public expense. VEHICLE ACCESS: The amended proposals include two vehicle crossovers (VXOs) / dropped kerbs, with one for each property. The arrangement is shown on submitted plan no. 220 D. There is an existing VXO, which the proposed new dwelling will use to provide access to a driveway with two parking spaces. The proposal for the existing dwelling includes the creation of a new VXO/dropped kerb leading to a double driveway. This would need to be designed and built in accordance with HCC'S Residential Dropped Kerbs: Terms and Conditions. Please note that this VXO will only be approved to a maximum width of 5.4m (4 dropped kerbs and 2 ramped kerbs). The applicant will need to enter into a vehicle crossover agreement with HCC as Highway Authority please see the above informative. PARKING: The proposals include the provision of four parking spaces (two for each dwelling), the provision and layout of which is considered to be acceptable and in accordance with Manual for Streets (MfS), and Residential Dropped Kerbs: Terms and Conditions. The size of the proposed driveways are acceptable to ensure vehicles would stand clear and not overhang the adjacent highway footway. Dacorum Borough Council (DBC) is the parking authority and would ultimately need to be satisfied with the proposed level of parking. REFUSE / WASTE COLLECTION: Provision has been made for an on-site bin-refuse store within 30m of each dwelling and within 25m of the kerbside/bin collection point, which is considered to be acceptable. The collection method must be confirmed as acceptable by DBC waste management. EMERGENCY VEHICLE ACCESS: The proposed plot is within the recommended emergency vehicle access of 45 metres from the highway to all parts of the buildings. This is in accordance with the guidance in MfS, Roads in Hertfordshire; A Design Guide and Building Regulations 2010: Fire Safety Approved Document B Vol 1 – Dwellinghouses. CONCLUSION: The proposed new access / VXO / dropped kerb would need to be in accordance with HCC's Residential Dropped Kerbs: Terms and Conditions and the applicant will need to enter into a vehicle crossover agreement with HCC as the Highway Authority. HCC has no further objections or comments on highway grounds to the application, subject to the inclusion of the above planning condition and informatives.

Comments on original plans

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

CONDITIONS:

1. Vehicular visibility splays of 2.4m x 43m shall be provided, and thereafter maintained, in both directions from the access, within which there shall be no obstruction to visibility between a height of 0.6m and 2m above the carriageway. Reason: In the interest of highway safety. 2. Pedestrian visibility splays of .65mx .65m shall be provided, and thereafter maintained, on both sides of the new vehicle crossovers, which will be restricted to a double width, ie as per Roads in Herts - Highway Design Guide 3rd ed guidance, within which there shall be no obstruction to visibility between 0.6m and 2m above the carriageway.

Reason: In the interest of highway safety. The Highway Authority would ask that the following note to the applicant be appended to any consent issued by the local planning authority:-

FORMATIVES

1. The Highway Authority requires the alterations to or the construction of the vehicle crossovers to be undertaken such that the works are carried out to their specification and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.), the applicant will be required to bear the cost of such removal or alteration. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. The applicant may need to apply to Highways (Telephone 0300 1234047) to arrange this, or use link:- <https://www.hertfordshire.gov.uk/droppedkerbs/>

2. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

3. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to

	<p>remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website http://www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047</p> <p>4. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-and-developer-information.aspx</p> <p>COMMENTS</p> <p>This application is for Construction of new attached dwelling and alterations to existing property including construction of single storey rear extension. Widening of existing crossover to 5.4m.</p> <p>ACCESS</p> <p>The existing access is to be widened to a full double width. I notice that there is a lamp post in close proximity to the vx0. If this needs to be moved to allow for the vx0 to be widened, then this will be at the applicant's expense. PARKING Three off road parking spaces will be provided. Bourne Road is an unclassified local access road so vehicles are not required to enter and leave the highway in forward gear.</p> <p>CONCLUSION</p> <p>Hertfordshire County Council as Highway Authority considers the proposal would not have a severe residual impact on the safety and operation of the adjoining highways, subject to the conditions and informative notes above.</p>
Trees & Woodlands	<p>According to the information submitted no trees of significant landscape value or amenity will be detrimentally affected by the development. Subsequently I have no objections to the application being approved in full.</p>

APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
8	0	0	0	0

Neighbour Responses

Address	Comments
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