

**ITEM NUMBER: 5e**

<b>20/02050/FHA</b>	<b>Rear extension, hip to gable roof extension with new dormer. New 2 storey side extension. Replacement windows.</b>	
<b>Site Address:</b>	<b>10 Bunkers Lane Hemel Hempstead Hertfordshire HP3 8AX</b>	
<b>Applicant/Agent:</b>	<b>John Dworakowski</b>	<b>Aurore Baulier</b>
<b>Case Officer:</b>	<b>James Gardner</b>	
<b>Parish/Ward:</b>	<b>Nash Mills Parish Council</b>	<b>Nash Mills</b>
<b>Referral to Committee:</b>		

**1. RECOMMENDATION**

That planning permission be **GRANTED**.

**2. SUMMARY**

2.1 In accordance with Policy CS4 of the Dacorum Core Strategy, the principle of residential development is acceptable in this area.

The proposal includes some contemporary features, but the design is nonetheless considered to be sympathetic to the character and appearance of the area, thereby according with Policies CS11 and CS12 of the Dacorum Core Strategy. There

Residential Amenity of neighbouring dwellings would not be harmed as a result of the proposed development. It follows, therefore, that the development would accord with Policy CS12 of the Dacorum Core Strategy and Appendix 3 of the Dacorum Local Plan.

Parking arrangements would be improved and it is considered that sufficient parking would be provided, in accordance with Policy CS12 of the Dacorum Core Strategy.

**3. SITE DESCRIPTION**

3.1 The application site is located on the northern side of Bunkers Lane, Hemel Hempstead, proximate to the junction with Chambersbury Lane.

The areas to the south-west and north of the application are characterised by dwellings dating to the inter-war era. Common features include clay tiled hipped roofs, two-storey gabled bay windows with timber detailing, brick arched porches and the use of smooth-painted render and pebble-dash.

The application property occupies an elevated position above the highway and comprises one half of a two storey semi-detached pair of 1930s dwellings. It is externally finished in white painted render and has a clay-tiled hipped roof. An attached double garage has been constructed to the side of the property and one approximately two thirds of the front garden is laid to lawn.

**4. PROPOSAL**

4.1 Planning permission is sought for the construction of a two-storey side extension, single-storey rear extension, gable feature, roof alterations, construction of a dormer and replacement of existing windows.

**5. PLANNING HISTORY**

Planning Applications (If Any):

20/01108/FHA - Rear extension, hip to gable roof extension with new dormer on garden slope and new 2 storey extension above an existing side volume (current kitchen and garage). Replacement of windows throughout for double glazed units, and external insulation to all existing structures.  
*WDN - 18th June 2020*

20/01674/LDP - Rear Extension 3.95m. Hip to gable extension with dormer in loft. External insulation and replacement windows.  
*WDN - 8th July 2020*

Appeals (If Any):

## **6. CONSTRAINTS**

Parking Accessibility Zone (DBLP): 4  
CIL Zone: CIL3  
Highbarns Zone: Highbarns Outer Zone  
LHR Wind Turbine  
Parish: Nash Mills CP  
RAF Halton and Chenies Zone: Yellow (45.7m)  
Residential Area (Town/Village): Residential Area in Town Village (Hemel Hempstead)  
Residential Character Area: HCA19  
Town: Hemel Hempstead

## **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

### Dacorum Core Strategy

NP1 - Supporting Development  
CS1 - Distribution of Development  
CS4 - The Towns and Large Villages  
CS8 – Sustainable Transport  
CS11 - Quality of Neighbourhood Design  
CS12 - Quality of Site Design  
CS29 - Sustainable Design and Construction

## Dacorum Local Plan

Appendix 3 – Layout and Design of Residential Areas  
Appendix 7 – Small-Scale House Extensions

Supplementary Planning Guidance/Documents:

Accessibility Zones for the Application of Car Parking Standards (2002)  
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; and  
The impact on highway safety and car parking.

### Principle of Development

9.2 The application site is located within an urban area of Hemel Hempstead wherein, in accordance with Policy CS4 of the Dacorum Core Strategy, the principle of residential development is acceptable subject to compliance with the relevant local and national planning policies.

9.2.1 The key considerations to the determination of this application relate to the impact of the development on the character and appearance of the area and the impact on the residential amenity of neighbouring properties.

### Quality of Design / Impact on Visual Amenity

9.3 Policy CS11 of the Dacorum Core Strategy seeks to ensure that, amongst other things, new development respects the typical density in an area, preserves attractive streetscapes, protects and enhances significant views within character areas.

9.3.1 Policy CS12 of the Dacorum Core Strategy states that development should integrate with the streetscape character and respect adjoining properties in terms of: layout, security, site coverage, scale, height, bulk, materials as well as landscaping and amenity space.

9.3.2 Appendix 7 of the Dacorum Local Plan promotes good design practice on house. In particular, it states that extensions should harmonise with the original design and character of the house in terms of scale, roof form, window design and external finishes.

9.3.3 This application follows one submitted in June of this year (20/01108/FHA) which was later withdrawn over concerns raised in connection with the design style and the impact this would have had on the character and appearance of the area. The applicant / agent subsequently entered into pre-application discussions with the Council's Pre-Application Officer, culminating in the submission of the application before Members.

9.3.4 The proposal seeks to reinstate an original feature of the house – i.e. the recessed porch typical of 1930s dwellings – while marking the corner of Bunkers Lane and Chambersbury Lane with an innovative and contemporary design which respects the original character of the dwelling.

9.3.5 The relevant policy wording refers to development “*harmonising*” and “*integrating*”; it does not, however, say that development must be identical. It is acknowledged that, where a row of dwellings forms an attractive group, there can be merit in seeking to retain common characteristics deemed important to the local area. These have been identified as:

- Two-storey bay windows with gable features.
- Clay-tiled hipped roofs.
- Rendered front elevations.

9.3.6 It is considered that these characteristics are appropriately referenced in the proposed design. With the exception of the hip-to-gable roof alterations (which can generally be carried out under permitted development), the original part of the dwelling would largely retain its appearance and architectural features. By contrast, the extended area to the side of the original flank would utilise a mixture of both contemporary (expanded cork facing boards) and traditional (clay tiles) materials to enliven the street frontage and provide a pleasing visual contrast between the different periods of development.

9.3.7 It is important to note that Bunkers Lane contains a wide variety of dwellings. Whilst the section of road between Belswains Lane and Chambersbury Lane is characterised by semi-detached inter-war dwellings, to the north-east of the site there are examples of more modern housing, including chalet bungalows. It is therefore considered that the contemporary extension should be seen as book-ending the row of inter-war dwellings, taking them into the new century.

9.3.8 Additional windows are proposed to be constructed on the new flank wall, and would help to give the impression of a more active frontage, allowing the house to visually engage with both the Bunkers Lane and Chambersbury Lane street scenes.

9.3.9 To the rear, a gable feature clad in clay tiles is proposed at first floor and roof level. It would not project outward further than the existing rear wall and thus would not be prominent, and is considered an effective and aesthetically pleasing way of providing accommodation within the roof space, negating the need to construct a large box dormer across the entire width of the rear roof slope. A dormer is also proposed, but would be modest in scale, centrally located and set in from the boundary. The single-storey rear extension would be of modest proportions has a contemporary influence, as evidenced by the use of the cork panels. Overall, this design approach is considered acceptable. Although the rear elevation is visible from Chambersbury Lane, it is considered that the design would not be discordant or adversely impact the character and appearance of the area.

9.3.10 Proposed alterations to the garden / frontage would maximise the amount of available off-road parking. Appendix 5 of the Dacorum Local Plan states that the achievement of parking provision at the expense of the environment will not be acceptable, and that all parking must be adequately screened and landscaped. Policy CS11 echoes this and advises against large areas dominated by car parking. On the whole, most of these inter-war dwellings have converted their front gardens to hardstanding, many of which benefit from very little, if any, soft landscaping. In the case of the application site, it is proposed to excavate the front garden in order to provide a level parking surface, and to supplement this with soft landscaping above the retaining wall, as shown on drawing no. 100 (Rev. A). On balance, given the proximity of the extensive parkland directly opposite, which imbues the area with a verdant and pleasant character, and the fact that the current landscaping makes only a negligible contribution, it is considered that the parking area would not be to the detriment of local character and would not be harmful to the streetscape character.

9.3.11 In light of the above assessment, it is considered that the development would comply with Policies CS11 and CS12 of the Dacorum Core Strategy and Appendix 7 of the Dacorum Local Plan.

#### Impact on Residential Amenity

9.4 Policy CS12 of the Dacorum Core Strategy states that, inter alia, development should avoid visual intrusion, loss of sunlight and daylight, loss of privacy and disturbance to surrounding properties.

9.4.1 Appendix 3 of the Dacorum Local Plan states that residential development should be designed and positioned in such a way that a satisfactory level of sunlight and daylight is maintained for existing and proposed dwellings, with a 45-degree angle of light being maintained as a basic minimum to all significant windows of habitable rooms.

9.4.2 No. 9 Bunkers Lane already benefits from a part single-storey, part two-storey rear extension, and as such, there would be no breach of the 45-degree rule as it relates to its ground floor windows. Although not demonstrated on the plan, it is evident that there would be a breach of the 45-degree rule as it relates to the nearest first floor window. However, since no new development is proposed at first floor level, there would, in reality, be no adverse impact (light would continue to be received over the top of the development at ground floor). The proposed rear extension varies in depth across the rear of the application site, the effect of which is that it would be of lesser depth when in close to the neighbouring property, before slightly increasing (by approximately 1 metre) further in to the site. As a result, it is unlikely that the extension would be visible from the nearest ground floor window of the neighbouring property.

9.4.3 There are no obvious implications for privacy arising from the alterations to the rear elevation. Whilst it is proposed to create habitable accommodation in the roof space, views from these rooms would not afford views materially different from those already available from the existing first floor windows of the dwelling. The first floor windows on the flank elevation have been annotated as being fitted with obscure glazing, and would be located over 21 metres away from primary windows on the flank elevation of no. 11 Bunkers Lane. There is no defined separation distance for instances where side facing windows directly face one another. Regard has also been given to the fact that the windows would serve bedrooms; which, although a habitable space, are unlikely to be used as intensively as, say, a living room or kitchen. On this basis, notwithstanding that there would be greater views of the flank windows of no. 11 Bunkers Lane, it is considered that, on balance, given the use of the rooms and the distance involved, which is not dissimilar to instances where dwellings are located opposite one another, the inclusion of a planning condition requiring the windows to be permanently fitted with obscure glazing is not justified.

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

#### Impact on Highway Safety and Parking

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

9.5.1 Whereas the property currently only benefits from off-road parking for one vehicle (excluding the garage), the proposal would provide three parking spaces with independent access; that is to say, all three spaces would be accessible without the need for another car to move. This therefore represents an improvement on the current situation.

9.5.2 In order to achieve the increased level of car parking, it is necessary to widen the existing access to the highway. Hertfordshire Highways have not raised any objections to the proposal subject to the inclusion of a number of conditions and informatives with any grant of planning permission.

9.5.3 Amended plans have subsequently been provided to demonstrate that the required vehicular visibility can be achieved. Adjustments will, however, be required to the existing boundary wall in

order to achieve the required pedestrian visibility splays. A suitable worded condition will be included with any grant of planning permission to ensure that this takes place prior to first use of the access.

Other Material Planning Considerations

*Impact on Trees and Landscaping*

9.6 There are no trees in close proximity to the proposed extension.

*Ecology*

9.7 It is understood that the roof of the dwelling has already been removed; therefore, any bat roosts, should they have existed, will have been destroyed. As a result, it is not necessary for any further surveys to be carried out.

Community Infrastructure Levy (CIL)

9.8 This application is not CIL liable.

**10. CONCLUSION**

10.1 The proposal would be sympathetic to the character and appearance of the original dwelling and the surrounding area. Consideration has been given to the impact on the residential amenity of neighbouring properties, and, overall, it is not considered that there would be any significant adverse impacts. The level of parking has increased and is considered to be commensurate with the size of the dwelling. Hertfordshire Highways have raised no objections to the application.

**11. RECOMMENDATION**

11.1 That planning permission/listed building consent be **GRANTED**.

<b>Case Officer Check List</b>	<b>Officer Check/Comments</b>
Has the consultation letter/site notice/advert period expired?	Yes
Was a site notice posted and if so, was the date entered into Uniform?	N/A
Is the Article 35 Statement included?	Yes
Is the CIL box ticked/un-ticked in Uniform?	Yes
Are all plans, documents, site photographs and emails saved to DMS?	Yes
If applicable, please give the reason why the application is overtime.	Re-consultation with Parish
Does the application involve the demolition of any buildings that are currently in use?	No
Is there a Legal Agreement?	No
Has the Uniform Legal Agreement box been filled in?	N/A
Is a copy of the agreement on DMS (both redacted and non-redacted versions)? Has the agreement been published on the website?	N/A

**Condition(s) and Reason(s):**

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

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

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

00A  
000  
100 (Rev B)  
101  
200 (Rev A)

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

3. **The vehicular access hereby approved (indicated for improvement on drawing number 100 rev A) shall not be brought into use until it has been upgraded / widened to a maximum double width of 7.2 m metres.**

Reason: To ensure construction of a satisfactory access and in the interests of highway safety, in accordance with Policies CS8 and CS12 of the Dacorum Core Strategy.

4. **Prior to first use of the access hereby approved, arrangements 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: In the interests of highway safety in accordance with Policies CS8 and CS12 of the Dacorum Core Strategy.

5. **Prior to first use of the vehicular access hereby approved, a visibility splay measuring 2.4 x 43 metres shall be provided to each side of the access where it meets the highway and such 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 Policies CS8 and CS12 of the Dacorum Core Strategy.

6. **The vehicular access hereby approved shall not be brought into use until the pedestrian visibility splays shown on drawing nos. 000 and 100 (Rev. B) have been provided. The visibility splays shall thereafter be permanently maintained to each side of the access free of all obstructions between a height of 0.6 metres and 2 metres above the level of the carriageway.**

Reason: To ensure construction of a satisfactory development and in the interests of highway pedestrian safety in accordance with Policies CS8 and CS12 of the Dacorum Core Strategy.

#### **Informatives:**

1. Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the

determination process which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015.

2. 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.
3. 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.
4. 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.
5. 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/>

## APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Parish/Town Council	<p>Following consideration at our recent council meeting. Nash Mills Parish Council wish to object to the revised, proposed plans. Under planning policy CS12 (quality of built design) we object to the lack of parking provision on site.</p> <p>Policy CS12 states that 'development should provide sufficient parking and sufficient space for servicing'.</p> <p>Whilst the plans show a proposed 3 parking spaces we contest whether this is:</p> <ol style="list-style-type: none"> <li>a) a feasible proposal on this frontage?</li> <li>b) an accurate reflection of the likely need both now and in the future for a 5 bedroom property and the number of inhabitants that a property of this scale would reasonably be expected to accommodate?</li> </ol>



	<p>Policy CS12 also states that ' on each site development should provide a safe and satisfactory means of access'.</p> <p>The proposal shows that three cars will only be accommodated if one car effectively 'blocks in' the other two vehicles. We believe that there is insufficient safe ingress/egress to accommodate the three vehicles in this manner. It is our view this should not be considered a practical solution, even more so with the property being situated on a busy road in very close proximity to a busy junction. In addition if parking onsite was insufficient and pushed vehicles to the pathway outside the property this would cause a dangerous obstruction to any clear sight lines from the junction.</p> <p>Nash Mills suffers from significant recent development that has failed to provide sufficient parking provision and we feel that this proposal failing to address matters of such local concern will exacerbate the issue.</p>
Hertfordshire Highways (HCC)	<p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p><b>CONDITIONS</b></p> <p>1. Prior to the first occupation / use of the development hereby permitted the proposed on-site car parking area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.</p> <p>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).</p> <p><b>INFORMATIVES</b></p> <p>1. 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 <a href="https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx">https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx</a> or by telephoning 0300 1234047.</p>

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 <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> 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 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 <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

#### COMMENTS

This application is for: Rear extension, hip to gable roof extension with new dormer. New 2 storey side extension. Replacement windows.

The proposal includes creating an extended, level hard standing in the front garden of the property. The site is located on the corner of Bunkers Lane with Chambersbury Lane, both of which are unclassified local access roads with a 30 mph speed limit. There have been no accidents involving personal injury in the vicinity of the site in the last 3 years.

#### ACCESS

No new or altered vehicular or pedestrian access is proposed and no works are required in the highway.

#### PARKING

Two additional parking spaces will be created on the proposed front garden hard standing.

#### CONCLUSION

	<p>As Highway Authority HCC considers that this application will not have a severe residual impact on the safety or operation of the surrounding network, subject to the conditions and informative notes above.</p>
<p>Parish/Town Council</p>	<p>NMPC OBJECT to the revised application under the following categories;</p> <p>CS11 Quality Of Neighbourhood Design. and CS12 (g)</p> <p>a) Overdevelopment</p> <p>CS12 Quality of Site Design</p> <p>b) Insufficient usable parking provision</p> <p>a) Insufficient access to proposed parking area due to size of dropped kerb and lack of space, insufficient space for servicing.</p> <p>a) Unsafe egress/ingress due to proximity to busy junction.</p>
<p>Hertfordshire Highways (HCC)</p>	<p>Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:</p> <p>CONDITIONS</p> <p>1. Prior to the first occupation / use hereby permitted the vehicular access (indicated for improvement on drawing number 100 rev A) shall be upgraded / widened to a maximum double width of 7.2 m metres, in accordance with the Hertfordshire County Council residential /industrial access construction specification. Prior to use arrangements 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.</p> <p>Reason: To ensure construction of a satisfactory access and in the interests of highway safety, traffic movement and amenity in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>2. Prior to the first occupation / use of the development hereby permitted a visibility splay measuring 2.4 x 43 metres shall be provided to each side of the access where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.</p> <p>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).</p>

3. Prior to the first occupation / use of the development hereby permitted 0.65 metre x 0.65 metre pedestrian visibility splays shall be provided and permanently maintained each side of the access. They shall be measured from the point where the edges of the access way cross the highway boundary, 0.65 metres into the site and 0.65 metres along the highway boundary therefore forming a triangular visibility splay. Within which, there shall be no obstruction to visibility between 0.6 metres and 2.0 metres above the carriageway.

Reason: To ensure construction of a satisfactory development and in the interests of highway pedestrian safety in accordance with Policies 5 and 7 of Hertfordshire's Local Transport Plan (adopted 2018).

4. The gradient of the vehicular access shall not exceed 1:10 for the first 5 metres into the site as measured from the near channel edge of the adjacent carriageway.

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

5. No development shall commence until the developer shall have complied fully with the requirements of the Department for Transport's DMRB Standard CG 300: Technical Approval of Highway Structures. The Approval in Principle and Design and Check Certification, accompanied by full structural details, shall be submitted and approved in writing by the Local Planning Authority. All works shall proceed in accordance with the details submitted and Construction Compliance certification and documentation submitted to the Local Planning Authority.

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).

#### INFORMATIVES

1. 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-anddeveloper-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

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 <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> 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 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 <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

4. Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended 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/dropped-kerbs/dropped-kerbs.aspx> or by telephoning 0300 1234047.

#### COMMENTS

This application is for Rear extension, hip to gable roof extension with new dormer. New 2 storey side extension. Replacement windows. This

	<p>amendment submits drawing no 100 rev A - Site Plan, showing revised parking provision.</p> <p><b>PARKING</b></p> <p>Three perpendicular parking spaces will be provided on an extended hard standing in the front garden. Drawing no 10 rev A Site Plan shows that this will involve levelling the ground to street level and constructing a new retaining wall. Since this will abut the Highway, the applicant is required to comply fully with the requirements of the Department for Transport's DMRB Standard CG 300, as specified in condition 4 above.</p> <p><b>ACCESS</b></p> <p>Drawing no 10 rev A Site Plan shows that the proposal is to extend the parking area to over 8m wide, which requires the widening of the existing single vxo (not shown on the documents submitted). The applicant is reminded that the maximum width of vxo that is allowed is a double width, constructed of 6 kerbstones of 0.9=5.4m + 1.8 transitions = 7.2 metres in total.</p> <p><b>CONCLUSION</b></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>
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## APPENDIX B: NEIGHBOUR RESPONSES

### Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
4	3	0	3	0

### Neighbour Responses

Address	Comments
8 Bunkers Lane Hemel Hempstead Hertfordshire HP3 8AX	<p>The proposed development uses fascia materials that are completely alien to those found in the 3 roads of similar housing.</p> <p>The Demolition was completed with what appears to be little regard for the stability of the adjoining property when the roof and first floor walls attached to No 9 were removed, apparently daylight was visible at loft level at one stage.</p> <p>The Construction and demolition have been relentless with excessive daily noise with few breaks showing little regard to surrounding neighbours, some who are working from home.</p>

	<p>Work has started before 6.30 am, on one occasion to dump rubbish brought to the site, from a waggon into the front garden,  On Saturday the 1st of August work continued past 6.00pm.  I noticed after a day of constant steel cutting/grinding the work carried out during the day was transported from site on a roof rack.  I am deeply concerned that there appears to be no council authority with the power to influence or regulate what is happening or any structural check to establish that the works are safe for the adjoining property and the general public, work continues despite as I understand an enforcement order being issued.</p>
<p>3 Chambersbury Lane  Hemel Hempstead  Hertfordshire  HP3 8AY</p>	<p>The plan although slightly modified from the previous version still seems to cause challenges in a number of areas.</p> <ol style="list-style-type: none"> <li>1. Size of development seems to be bigger than should be allowed based on original footprint of the house and much bigger than has been approved for any other style of this house in the surrounding area.</li> <li>2. The use of materials to finish are not in keeping with the surrounding properties and although these have been modified from the initial plan will still look significantly different to surrounding houses.</li> <li>3. Parking is a massive concern and although I see the plan shows space for 3 parking spaces which is the minimum requirement for a 5 bedroom house, these are not usable spaces as they cross over each other effectively only giving 2 spaces at best. Parking in this area is already under massive pressure since the new developments have been built with both bunkers lane and chambersbury lane taking the brunt of this overflow with cars parked badly on pavements blocking footpaths and often causing heavy traffic issues especially during term time.</li> </ol>
<p>3 Chambersbury Lane  Hemel Hempstead  Hertfordshire  HP3 8AY</p>	<p>Huge concern over a 5 double bedroom house providing parking for only 3 vehicles on front drive with a spillover into Chambersbury Lane (as already observed by all their construction staff blocking the pavement at the bottom of Chambersbury Lane)  Hope was that additional parking in the rear via the access they have already installed might be in the plan but clearly it is not.  If this plan goes ahead the desire for double yellow lines on the corner of Chambersbury's would be desirable as the local community already cause pavement parking issues on what is a dangerous blind bend for pedestrians, buggies and wheelchairs as they block the pavement.</p>