

ITEM NUMBER: 5h

20/03054/FHA	Roof extension including two rear dormers, roof lights, front bay window, amended front gable, single storey rear extension, new parking space cross over and associated alterations	
Site Address:	15 Fieldway Berkhamsted Hertfordshire HP4 2NX	
Applicant/Agent:	Mr & Ms Austin & Coulton	Ms K Thorne
Case Officer:	Jane Miller	
Parish/Ward:	Berkhamsted Town Council	Berkhamsted East
Referral to Committee:	Contrary to the views of Berkhamsted Town Council	

1. RECOMMENDATION

That planning permission be GRANTED subject to conditions.

2. SUMMARY

2.1 The principle of residential development in this location is acceptable. The proposal will integrate with the existing dwelling and surrounding area by virtue of its sympathetic design and scale. Whilst visible from the surrounding area, the proposal will not detrimentally impact upon the living conditions of surrounding properties nor would it result in an unacceptable impact on highway safety.

2.2 The proposal is therefore in accordance with Saved Appendices 3 and 7 of the Dacorum Local Plan (2004), Policies CS4, CS11 and CS12 of the Core Strategy (2013), the NPPF (2019).

3. SITE DESCRIPTION

3.1 The application site is located on the north west side of Fieldway, a cul-de-sac within a residential area on the eastern edge of Berkhamsted. The site comprises a detached bungalow.

3.2 The area is characterised by diversity in architectural design.

4. PROPOSAL

4.1 This application seeks permission for a roof extension including two rear dormers and roof lights, front bay window, amended front gable, single storey rear extension, new parking space, cross over and associated alterations.

It should be noted that the site has recently been granted a Lawful Development Certificate for a single storey rear extension, hip to gable loft conversion with roof lights to front and rear, alterations (removal) of chimney and garage reconfiguration to existing detached bungalow under reference 20/02432/LDP.

5. PLANNING HISTORY

Planning Applications

20/02432/LDP - Single storey rear extension, loft conversion; to include rooflights and alterations (removal) of chimney and garage reconfiguration to existing detached bungalow.
GRA - 6th October 2020

4/01373/81 - Historic File Check DMS for Documents and Further Details
DET - 29th December 1981

4/00247/85 - Historic File Check DMS for Documents and Further Details
DET - 23rd April 1985

6. CONSTRAINTS

CIL Zone: CIL1
Parish: Berkhamsted CP
RAF Halton and Chenies Zone: Green (15.2m)
Residential Area (Town/Village): Residential Area in Town Village (Berkhamsted)
Residential Character Area: BCA1
SPD 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

Dacorum Core Strategy

NP1 - Supporting Development
CS1 - Distribution of Development
CS4 - The Towns and Large Villages
CS11 - Quality of Neighbourhood Design
CS12 - Quality of Site Design

Dacorum Local Plan

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

Supplementary Planning Guidance/Documents:

Parking SPD (November 2020)

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 a residential area, where in accordance with Policy CS4 of the Core Strategy (2013) the principle of residential development is acceptable subject to compliance with the relevant national and local policies. The main issues of consideration relate to the impact of the proposal's character and appearance upon the existing dwelling house, immediate street scene and residential amenity of neighbouring properties.

Effect on Appearance of Building and Street Scene

9.3 Dacorum's Core Strategy Policies CS11 (Quality of Neighbourhood Design) and CS12 (Quality of Site Design) state that development within settlements and neighbourhoods should preserve attractive streetscapes; integrate with the streetscape character and respect adjoining properties in terms of scale, height, bulk and materials. Chapter 12 of the Framework emphasises the importance of good design in context and, in particular, paragraph 130 states permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area.

9.4 The proposal would result in a roof extension including two rear dormers, roof lights, front bay window, amended front gable, single storey rear extension, new parking space, cross over and associated alterations.

9.5 Our records show that there are no restrictions to permitted development on this site. Whilst it is understood that there are covenants on the site, these are a civil matter, and not a planning matter.

9.6 It is important to note that a previous application for a Lawful Development Certificate was granted recently under planning reference 20/02432/LDP (Single storey rear extension, loft conversion; to include roof lights and alterations (removal) of chimney and garage reconfiguration to existing detached bungalow.)

- 9.7 Importantly therefore, the previous application has already established that the proposed 4m deep single storey rear extension, garage conversion, and a hip to gable roof extension can be achieved without planning permission.
- 9.8 Further, the current application proposes to reduce the bulk of the hip to gable by proposing a small hip at each end, which it is understood from the agent has been included following dialogue between the applicant and neighbours. Two dormer windows are proposed to the rear to accommodate the loft bedrooms.
- 9.9 The application also proposes to alter the existing roof structure over the front gable, reducing the overall width, thereby lowering the ridge height, whilst introducing a modest front bay window.
- 9.10 In respect of the impact on the street scene and setting of the property, it is considered that there will remain an adequately good sized front garden, with both a bed to the right of the existing parking space, and to the left of the new, which continues around the property beyond the front steps. Many of the properties in the immediate area benefit from off street parking to the front of their properties and this is not considered to have an unacceptable impact on the street scene. Permission is only required for the parking space as it will involve some excavation to achieve the correct gradient.
- 9.11 Berkhamsted Town Council have objected to the scheme stating that is it substantial and a potential overdevelopment of the site, and that the additional underground living space: excavation for a new front car standing space would remove a significant part of the front garden space, therefore altering the setting of the property and the street scene.
- 9.12 The planning officer emailed Berkhamsted Town Council on the 12th November 2020 to advise them that they were being formally re-consulted on the application as the red outline on the site location plan had altered to include the crossover, but also to highlight that the previously granted lawful development certificate had already established that the proposed 4m deep single storey rear extension, garage conversion, and a hip to gable roof extension can be achieved without planning permission. However, we received a second consultation response from Berkhamsted Town Council on the 8th December 2020 upholding their objection. See paragraph 9.10 above for justification in respect of the proposed parking space.
- 9.13 It is worth noting that the adjacent neighbour at No.13 received planning permission for a rear extension and to raise the roof ridge, to create a loft conversion under reference 4/03492/15/FHA. Fieldway falls towards the north east hence where No.13 sits is elevated above the site (no.15)
- 9.14 Overall, and taking into account what can be achieved under permitted development without requiring full planning permission, it is considered that the proposal does not appear unduly dominant in terms of bulk, scale and height to the parent building and streetscene and will use sympathetic materials to match existing.

- 9.15 Therefore it is considered that the proposal would be generally sympathetic and in keeping with the surrounding area, respect adjoining properties and would therefore result in no significant adverse effects on the character and appearance of the streetscene in terms of visual and residential amenity. This accords with local and national policies mentioned above.

Effect on Residential Amenity

- 9.16 The NPPF outlines the importance of planning in securing good standards of amenity for existing and future occupiers of land and buildings. Saved Appendix 3 of the Local Plan (2004) and Policy CS12 of the Core Strategy (2013), seek to ensure that new development does not result in detrimental impact upon neighbouring properties and their amenity space. Thus, the proposed should be designed to reduce any impact on neighbouring properties by way of visual intrusion, loss of light and privacy.
- 9.17 It is acknowledged that we have received an objection from a non-adjoining neighbour at 19 Hall Park Gate, located to the rear side of the site. Their objection included concerns in respect of overlooking, noise and spoiling views. The distance between the two properties is approximately 26 metres at the closest point, which is in excess of the 23m distance considered acceptable in line with Saved appendix 7. A loss of a view is not a material planning consideration, and as mentioned above the previous Lawful Development Certificate has already confirmed that the loft conversion can be achieved without planning permission. Whilst not the case here, it should also be noted that a rear dormer can usually be built without planning permission if attached to the original roof in line with Schedule 2, Part 1, Class B of the GPDO.
- 9.18 Overall, it is considered that the proposal would result in no significant adverse impact on the residential amenity of the neighbouring properties when considering a loss of daylight, sunlight or privacy. It is therefore considered that the proposal accords with Policy CS12.

Parking and Access

- 9.19 The proposed additional off-street parking space adjacent to the existing is welcomed. Additionally there is also on street parking available in the area. A new crossover will be required, and subject to conditions set by Hertfordshire County Highway Authority. Overall, subject to conditions, it is considered that the proposal would not result in an unacceptable impact on highway safety.
- 9.20 Some of the conditions requested by highways would not meet the necessary tests and as such have been omitted / amended. Conditions requiring additional technical information and prior approval from highways would not be necessary and reasonable. The technical specification would be covered by highway legislation and as such should not be replicated as a planning condition.

CIL Liable

- 9.21 Policy CS35 requires all developments to make appropriate contributions towards infrastructure required to support the development. These contributions will normally extend only to the payment of CIL where applicable. The Council's Community Infrastructure Levy (CIL) was adopted in February 2015 and came into force on the 1st July 2015. The application is not CIL liable as it would result in less than 100 square metres of additional residential floor space.

10 CONCLUSIONS

- 10.1 The proposed development through its design, scale and finish will not adversely impact upon the visual amenity of the immediate street scene or the residential amenity of neighbouring occupants. The proposal is therefore in accordance with Saved Appendices 3 and 7 of the Dacorum Local Plan (2004), Policies CS4, CS11 and CS12 of the Core Strategy (2013) and the NPPF (2019).

11. RECOMMENDATION

- 11.1 It is recommended that planning permission be **GRANTED** subject to conditions.

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 and approved plans.**

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

3. **Prior to first use of the development hereby permitted the driveway associated with the development hereby approved shall not be brought into use until arrangements have been made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway. Such arrangements shall be retained in perpetuity.**

Reason: To ensure that the site is subject to an acceptable drainage system serving the development.

4. **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: In order to protect highway safety and the amenity of other users of the public highway and rights of way, in accordance with Policies 51 and 54 of the Dacorum Borough Local Plan (2004), Policy CS8 of the Dacorum Borough Core Strategy (2013) and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).

5. **Prior to first use of the development hereby permitted, vehicular visibility splays shall be provided, and thereafter maintained in full accordance with the details indicated on the approved plan number 20-19_PL11 rev C Highways Plan. The splay shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway**

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 51 and 54 of the Dacorum Borough Local Plan (2004), Policy CS8 of the Dacorum Borough Core Strategy (2013), and Paragraphs 108 and 110 of the National Planning Policy Framework (2019).

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

20-19_PL06 rev B existing and proposed site location plans and block plans
20-19_PL10 rev A proposed elevations
20-19_PL09 rev A proposed plans
20-19_PL08 rev A existing elevations
20-19_PL07 rev A existing floor plans
20-19_PL11 rev C highways plan

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. **HIGHWAYS 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-and-d>

developer-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 top 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.

5. To ensure construction of a satisfactory access, the Highway Authority requires that the gradient of the vehicular access shall not exceed 1:20 (or 1:10 for private driveways) for the first 5 metres into the site as measured from the near channel edge of the adjacent carriageway.

3. The applicants attention is drawn to the fact that Highway Structures (including retaining wall) must comply fully with the requirements of the Department for Transport's DMRB Standard CG 300: Technical Approval of Highway Structures. Further details can be obtained from the Highway Authority by telephoning 0300 1234047 or by email: highway.structures@hertfordshire.gov.uk

APPENDIX A: CONSULTEE RESPONSES

Consultee	Comments
Hertfordshire Highways	02.11.2020

(HCC)	<p>Decision</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.</p> <p>INFORMATIVES</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 https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx or by telephoning 0300 1234047.</p> <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.</p> <p>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.</p> <p>COMMENTS</p> <p>This application is for: Rear dormer windows, front bay window with</p>
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	<p>amended gable roof to front and alterations to external materials. The site is located on Fieldway, Berkhamsted, which is an unclassified local access road with a 30mph speed limit.</p> <p>ACCESS No new or altered vehicular or pedestrian access is proposed to or from the public highway.</p> <p>PARKING Conversion of the garage will remove one on site parking space, however one remains on the existing driveway. Appropriate parking levels are within the remit of the LPA.</p> <p>CONCLUSION HCC as highway authority considers that the proposals would not have a severe residual impact upon highway safety or capacity, subject to the informative notes above</p>
<p>Hertfordshire Highways (HCC)</p>	<p>Location 15 FIELDWAY BERKHAMSTED HP4 2NX</p> <p>Application type Full Application</p> <p>Proposal AMENDED PROPOSAL</p> <p>Rear dormer windows, front bay window with amended gable roof to front and alterations to external materials</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> <p>CONDITIONS</p> <p>1, Prior to the first occupation / use of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position indicated on the approved plan drawing number 20-19_PL09 rev A in accordance with the current highway specification. Prior to the first use of the development hereby permitted arrangement shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.</p> <p>Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).</p> <p>2. The gradient of the vehicular access shall not exceed 1:20 (or 1:10 for private driveways) for the first 5 metres (or longer if in connection</p>

with a commercial development) 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).

3. Prior to the first occupation / use of the development hereby permitted a visibility splay measuring 2.3 x 34 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 Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

4. 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).

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-pavem>

ents/business-and-developer-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 AMENDED PROPOSAL Rear dormer windows, front bay window with amended gable roof to front and alterations to external materials.

It involves creating an additional parking space in the front garden, with

	<p>a retaining wall alongside this. Fieldway is an unclassified local access road with a 30mph speed limit.</p> <p>Parking An additional parking space will be created in the front garden. The new retaining wall abuts the highway, therefore the developer is obliged to show that this complies fully with the requirements of the Department for Transport's DMRB Standard CG 300: Technical Approval of Highway Structures.</p> <p>Access An additional vx0 will be required on Fieldway to allow vehicles to park on the new parking spaces.</p> <p>CONCLUSION Hertfordshire County Council as Highway Authority considers the proposal would not have a severe residual impact on the safety and operation of the adjoining highway, subject to the conditions and informative notes above.</p>
Parish/Town Council	<p>Objection Original response : The proposed scheme is substantial and a potential overdevelopment of the site. The proposal includes additional underground living space: excavation for a new front car standing space would remove a significant part of the front garden space, therefore altering the setting of the property and the street scene.</p> <p>CS11, CS12.</p>
Parish/Town Council	<p>Objection On amended plans: The proposed scheme is substantial and a potential overdevelopment of the site. The proposal includes additional underground living space: excavation for a new front car standing space would remove a significant part of the front garden space, therefore altering the setting of the property and the street scene.</p> <p>CS11, CS12</p>
Hertfordshire Highways (HCC)	<p>30.11.2020</p> <p>AMENDED PROPOSAL Rear dormer windows, front bay window with amended gable roof to front and alterations to external materials</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</p>

restrict the grant of permission subject to the following conditions:

CONDITIONS

1, Prior to the first occupation / use of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position indicated on the approved plan drawing number 20-19_PL09 rev A in accordance with the current highway specification. Prior to the first use of the development hereby permitted arrangement shall be made for surface water 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 the carriage of extraneous material or surface water onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

2. The gradient of the vehicular access shall not exceed 1:20 (or 1:10 for private driveways) for the first 5 metres (or longer if in connection with a commercial development) 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).

3. Prior to the first occupation / use of the development hereby permitted a visibility splay measuring 2.3 x 34 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 Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

4. 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).

5. No development shall commence until the developer shall has 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

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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 AMENDED PROPOSAL Rear dormer windows, front bay window with amended gable roof to front and alterations to external materials.

It involves creating an additional parking space in the front garden, with a retaining wall alongside this.

Fieldway is an unclassified local access road with a 30mph speed limit.

Parking

An additional parking space will be created in the front garden. The new retaining wall abuts the highway, therefore the developer is obliged to show that this complies fully with the requirements of the Department for Transport's DMRB Standard CG 300: Technical Approval of Highway Structures.

Access

An additional vxo will be required on Fieldway to allow vehicles to park on the new parking spaces.

CONCLUSION

Hertfordshire County Council as Highway Authority considers the proposal would not have a severe residual impact on the safety and operation of the adjoining highway, subject to the conditions and informative notes above.

15.01.2020

comments on amended drawing 20-19_PL11 rev C

I think the vehicular to vehicular visibility splays are acceptable. The applicant would just to be aware that there would need to be no features e.g. vegetation / walls / fences at a height of greater than 0.6m within the splay area.

	The pedestrian visibility splays (the 0.65 dimensions) are not shown correctly but I do not consider that to be a significant issue as the vehicular visibility splay line will provide some vehicular to pedestrian visibility and traffic will be slow.
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APPENDIX B: NEIGHBOUR RESPONSES

Number of Neighbour Comments

Neighbour Consultations	Contributors	Neutral	Objections	Support
5	1	0	1	0

Neighbour Responses

Address	Comments
19 Hall Park Gate Berkhamsted Hertfordshire HP4 2NL	<p>I object to this planning application.</p> <p>The proposed modifications would mean this property will overlook my property. The proposed upstairs windows would look directly into my bedroom windows.</p> <p>This proposed development will spoil my view over the valley. The development is out of character with the surrounding properties.</p> <p>The proposed new study is at ground level due to the slope and with the addition of the new upper floor, the property will be three stories high which will not fit in with the bungalows either side or streetscape.</p> <p>The proposed use of sliding folding doors at the rear would project excessive noise to the surrounding neighbours.</p> <p>When the land was sold for the original construction of this bungalow, restrictive covenants were put in place and written into the title deeds to prevent developments of this type thereby preventing the proposed adverse effect on the residential amenity of neighbours and streetscape. The new occupiers would have been aware of this when they purchased the bungalow. Whilst I understand that the existence of restrictive covenants may not be considered as material planning considerations, it should be noted that more than one restrictive covenant would be breached if this development proceeded and I would consider supporting the beneficiaries in taking action to enforce them.</p>